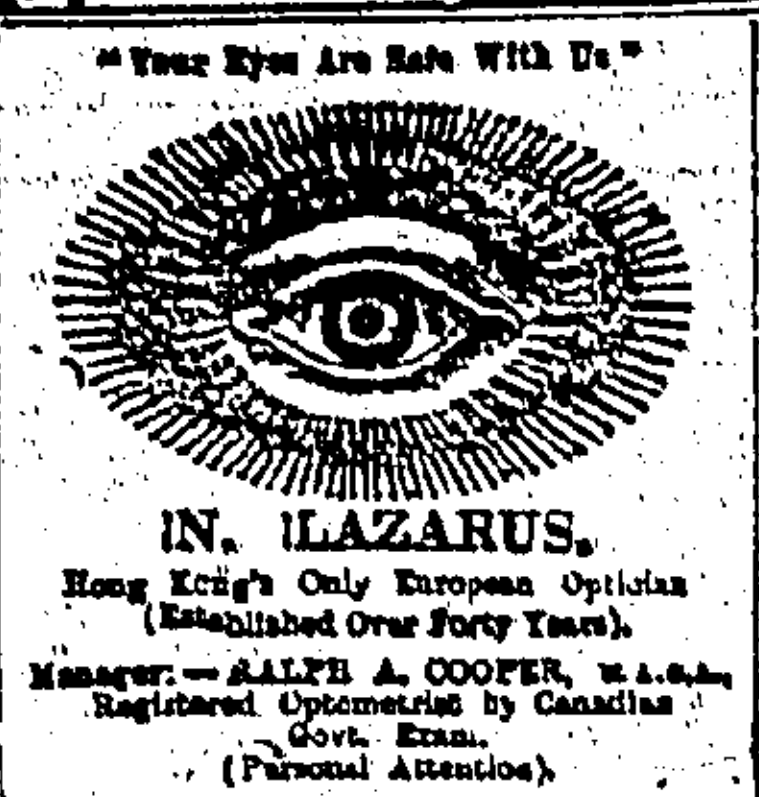


MASON'S  
DELICIOUS  
O.K.  
SAUCE.

# Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General  
Post Office in the United Kingdom.



No. 22,079 號玖拾柒零什式萬式第 日拾月年巳己 HONG KONG, WEDNESDAY, APRIL 24, 1929. 參拜禮 日四廿月年九廿百九千一第英 PRICE: \$3 PER MONTH

## KOWLOON-CANTON RAILWAY.

### TIME-TABLE.

On and after April 8th, 1929, until further Notice (all previous Time Tables cancelled.)

#### UP TRAINS

| STATIONS        | No. 1<br>A.M. | No. 2<br>A.M. | No. 3<br>A.M. | No. 4<br>A.M. | No. 5<br>A.M. | No. 6<br>A.M. | No. 7<br>A.M. | No. 8<br>A.M. | No. 9<br>A.M. | No. 10<br>A.M. | No. 11<br>A.M. | No. 12<br>P.M. | No. 13<br>P.M. | No. 14<br>P.M. | No. 15<br>P.M. | No. 16<br>P.M. | No. 17<br>P.M. | No. 18<br>P.M. | No. 19<br>P.M. | No. 20<br>P.M. | No. 21<br>P.M. | No. 22<br>P.M. |
|-----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Kowloon Dep.    | 8.40          | 8.05          | 8.30          | 9.15          | 10.00         | 10.15         | 10.30         | 10.45         | 11.00         | 11.15          | 11.30          | 11.45          | 12.00          | 12.15          | 12.30          | 12.45          | 1.00           | 1.15           | 1.30           | 1.45           | 2.00           | 2.15           |
| Yau Ma Tei Dep. | 8.49          | 8.14          | 8.39          | 9.24          | 10.09         | 10.24         | 10.39         | 10.54         | 11.09         | 11.24          | 11.39          | 11.54          | 12.09          | 12.24          | 12.39          | 12.54          | 1.09           | 1.24           | 1.39           | 1.54           | 2.09           | 2.24           |
| Shatin Dep.     | 7.01          | 7.26          | 7.51          | 8.26          | 9.01          | 9.26          | 9.51          | 10.06         | 10.31         | 10.56          | 11.11          | 11.36          | 11.51          | 12.06          | 12.21          | 12.36          | 12.51          | 1.06           | 1.21           | 1.36           | 1.51           | 2.06           |
| Tai Po Dep.     | 7.18          | 7.43          | 8.08          | 8.43          | 9.18          | 9.43          | 10.08         | 10.33         | 10.58         | 11.13          | 11.38          | 11.53          | 12.08          | 12.23          | 12.38          | 12.53          | 1.08           | 1.23           | 1.38           | 1.53           | 2.08           | 2.23           |
| Market Dep.     | 7.50          | 8.05          | 8.20          | 8.45          | 9.10          | 9.25          | 9.40          | 9.55          | 10.10         | 10.25          | 10.40          | 10.55          | 11.10          | 11.25          | 11.40          | 11.55          | 12.10          | 12.25          | 12.40          | 12.55          | 1.10           | 1.25           |
| Fanning Dep.    | 7.50          | 8.05          | 8.20          | 8.45          | 9.10          | 9.25          | 9.40          | 9.55          | 10.10         | 10.25          | 10.40          | 10.55          | 11.10          | 11.25          | 11.40          | 11.55          | 12.10          | 12.25          | 12.40          | 12.55          | 1.10           | 1.25           |
| Shum Shui Dep.  | 7.25          | 7.50          | 8.05          | 8.30          | 9.05          | 9.30          | 9.55          | 10.10         | 10.35         | 10.60          | 10.85          | 11.10          | 11.35          | 11.60          | 11.85          | 12.10          | 12.35          | 12.60          | 12.85          | 1.10           | 1.35           | 1.60           |
| Shum Shui Arr.  | 7.41          | 8.06          | 8.31          | 8.56          | 9.31          | 9.56          | 10.21         | 10.46         | 11.01         | 11.26          | 11.51          | 12.06          | 12.31          | 12.56          | 1.01           | 1.26           | 1.51           | 1.76           | 2.01           | 2.26           | 2.51           | 3.06           |
| Canton Arr.     | 12.05         | 12.30         | 12.55         | 1.20          | 1.45          | 1.70          | 1.95          | 2.20          | 2.45          | 2.70           | 2.95           | 3.20           | 3.45           | 3.70           | 3.95           | 4.20           | 4.45           | 4.70           | 4.95           | 5.20           | 5.45           | 5.70           |

#### DOWN TRAINS

| STATIONS        | No. 1<br>A.M. | No. 2<br>A.M. | No. 3<br>A.M. | No. 4<br>A.M. | No. 5<br>A.M. | No. 6<br>A.M. | No. 7<br>A.M. | No. 8<br>A.M. | No. 9<br>A.M. | No. 10<br>A.M. | No. 11<br>A.M. | No. 12<br>P.M. | No. 13<br>P.M. | No. 14<br>P.M. | No. 15<br>P.M. | No. 16<br>P.M. | No. 17<br>P.M. | No. 18<br>P.M. | No. 19<br>P.M. | No. 20<br>P.M. | No. 21<br>P.M. | No. 22<br>P.M. |
|-----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Canton Dep.     | 8.10          | 8.35          | 8.60          | 8.85          | 9.10          | 9.35          | 9.60          | 9.85          | 10.10         | 10.35          | 10.60          | 10.85          | 11.10          | 11.35          | 11.60          | 11.85          | 12.10          | 12.35          | 12.60          | 12.85          | 1.10           | 1.35           |
| Shum Shui Dep.  | 7.17          | 7.42          | 7.67          | 7.92          | 8.17          | 8.42          | 8.67          | 8.92          | 9.17          | 9.42           | 9.67           | 9.92           | 10.17          | 10.42          | 10.67          | 10.92          | 11.17          | 11.42          | 11.67          | 11.92          | 12.17          | 12.42          |
| Shum Shui Arr.  | 7.25          | 7.50          | 7.75          | 8.00          | 8.25          | 8.50          | 8.75          | 9.00          | 9.25          | 9.50           | 9.75           | 10.00          | 10.25          | 10.50          | 10.75          | 11.00          | 11.25          | 11.50          | 11.75          | 12.00          | 12.25          | 12.50          |
| Fanning Dep.    | 7.30          | 7.55          | 7.80          | 8.05          | 8.30          | 8.55          | 8.80          | 9.05          | 9.30          | 9.55           | 9.80           | 10.05          | 10.30          | 10.55          | 10.80          | 11.05          | 11.30          | 11.55          | 11.80          | 12.05          | 12.30          | 12.55          |
| Tai Po Dep.     | 7.40          | 8.05          | 8.30          | 8.55          | 9.20          | 9.45          | 9.70          | 9.95          | 10.20         | 10.45          | 10.70          | 10.95          | 11.20          | 11.45          | 11.70          | 11.95          | 12.20          | 12.45          | 12.70          | 12.95          | 1.20           | 1.45           |
| Market Dep.     | 7.44          | 8.09          | 8.34          | 8.59          | 9.24          | 9.49          | 9.74          | 9.99          | 10.24         | 10.49          | 10.74          | 10.99          | 11.24          | 11.49          | 11.74          | 11.99          | 12.24          | 12.49          | 12.74          | 12.99          | 1.24           | 1.49           |
| Shatin Dep.     | 7.57          | 8.22          | 8.47          | 8.72          | 8.97          | 9.22          | 9.47          | 9.72          | 9.97          | 10.22          | 10.47          | 10.72          | 10.97          | 11.22          | 11.47          | 11.72          | 11.97          | 12.22          | 12.47          | 12.72          | 12.97          | 1.27           |
| Yau Ma Tei Dep. | 8.17          | 8.42          | 8.67          | 8.92          | 9.17          | 9.42          | 9.67          | 9.92          | 10.17         | 10.42          | 10.67          | 10.92          | 11.17          | 11.42          | 11.67          | 11.92          | 12.17          | 12.42          | 12.67          | 12.92          | 1.27           | 1.52           |
| Kowloon Arr.    | 8.17          | 8.42          | 8.67          | 8.92          | 9.17          | 9.42          | 9.67          | 9.92          | 10.17         | 10.42          | 10.67          | 10.92          | 11.17          | 11.42          | 11.67          | 11.92          | 12.17          | 12.42          | 12.67          | 12.92          | 1.27           | 1.52           |

\*For First Class Passengers Only. Will Stop at Any Station on Request.  
Further information may be obtained at the Railway Offices, Kowloon, from Messrs. Theas. Cook & Son, Ltd., Hong Kong, or from THE AMERICAN EXPRESS COMPANY, Hong Kong.  
By Order, E. BAKER, Manager.

## HONG KONG, CANTON AND MACAO STEAMERS.

JOINT SERVICE OF THE HONG KONG, CANTON AND MACAO STEAMSHIP CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

### HONG KONG-CANTON LINE.

Sailings from Hong Kong: Daily, at 8 A.M. & 10.00 P.M. (Sundays 10.00 P.M. only)

Sailings from Canton: Daily, at 8 A.M. & 4.30 P.M. (Sundays 4.30 P.M. only)

### HONG KONG-MACAO LINE.

From Hong Kong: 8.00 A.M. "SUI AN" from Wing Lok Wharf. (Sundays Excepted) 2.00 P.M. "SUI TAI" do. (Sundays Excepted)  
From Macao: 8.00 A.M. "SUI TAI" 2.00 P.M. "SUI AN" (Sundays Excepted)

### SPECIAL NOTICE.

NO AFTERNOON SAILING TO MACAO on THURSDAY, 25th, and FRIDAY, 26th INSTANT.

### SUNDAY EXCURSION.

From Hong Kong: SUNDAY, 25th APRIL. 9.00 A.M. "SUI AN"  
From Macao: 4.00 P.M. "SUI AN"

## GERMAN SUBMARINE COMMANDER'S REVELATIONS.

### ONE HUNDRED AND FIFTY U-BOATS LOST.

#### THE "FLOATING COFFIN" WHICH NEVER RETURNED.

#### DRAMATIC REMINISCENCES OF THE GREAT WAR.

An American author, Mr. Lowell Thomas, has personally interviewed many of the German "U" boat survivors, and in a new book, "Raiders of the Deep," he gives much valuable information. He tracked down such men as officers of the "U" boat which sank the Lusitania, and other "aces."

At the German Naval Officers' Club there is an inner sanctum, a submarine-room, the only place of its kind in Germany, which is covered with photographs of submarine commanders—the dead. The number of pictures was 151—approximately that many of Germany's Captain Nemes went down during the war in their boats.

They included the commander who sank the Lusitania, and the first British warship, the *Esperanza*, as well as the three who took their last dives when they matched their wits against Admiral Gordon Campbell.

No fewer than 85 commanders, we learn, went down in the "U" boat operations off the coast of Flanders.

The Phantom Submarine.

A ghastly story concerns the U-31, which never came back. "Weeks and months went by and nothing was heard of her. She had simply vanished, and we supposed she had struck a mine." Six months later she created sensations as "the phantom submarine." The narrator is Baron Von Spiegel, now a German representative of an American motor car.

"A 'U' boat above water seemed almost a miracle. Nothing seemed as if it were ready to dive and launch a torpedo at any moment. It was drifting before the wind though, and finally ran ashore on the eastern coast of England. Astonished fishermen sent out an alarm. Naval men came hurrying. The 'U' boat lay rocking, aground on a sandbar. They boarded the craft, took her in tow to harbour and dock, and discovered an eerie riddle.

"The 'U' boat, which was the same 'U' 31 that had left port that Friday, the 19th, six months before, was in perfect order. She might be on active cruise, save for one thing. Officers and men were in their bunks and hammocks, as if asleep; they were dead. In the last entry was dated six months before.

A Fatal Nap.  
"The boat, the daily account showed, had steered out of Wilhelmshaven on one of the early 'U' boat cruises of the war. It had encountered no untoward happenings. Its voyage had been ordinary and uneventful. The record made handrum reading, until it suddenly broke off that day six months before.

fore, and after that a mysterious blank.

"It was a nine-days' wonder. This dead man's boat had seemed. It had been cruising around for six months over the heavily-patrolled water of the North Sea. It sounded like a case of spoofs. Naval men could only find one explanation for the unearthly phenomenon, and this explanation is no doubt the true one.

"The 'U' boat had gone to the bottom for the night, as was often done. Officers and men had turned in to sleep, while the craft lay secured on the floor of the sea. In that case, one man would very likely have been left on guard, but he may have been tempted to take a comfortable nap, too; a nap from which he never awoke.

The Mystery Explained.  
"Poison gases, such as submarine, particularly of the older types, were likely to generate, had crept into the places where the men lay, and had suffocated them as they slept. Then the boat lay on the bottom. The compressed air leaked little by little.

"As month after month went by it gradually blew the tanks, until, finally, the boat was buoyant enough to rise to the surface. Its resting place on the bottom had been near the coast, and in a few hours it had drifted to shore."

Here is a remarkable story of an event in the Mediterranean in November, 1918, told by Comdr. Von Arnim. "The amazing thing happened while I was, doing off, Prince Sigismund and Lauenberg were on the bridge, when they saw at a distance of 40 yards to the starboard a few inches of periscope sticking above the surface of the water. A streak on the water—a torpedo. It was coming straight at the boat. The distance was so short that there was no time to manoeuvre to avoid the missile. Nothing could be done, absolutely nothing.

The two men stared aghast, petrified, gazing at certain destruction, which was right upon them. The torpedo was perfectly aimed. It was headed straight at midships.

Like a Flying Fish.  
"Then the torpedo leaped out of the water. When a dozen yards away it rose from the water like a flying fish.

"To hit a submarine with a torpedo you have to set the missile for a shallow run. This one had been set for too shallow a run, and had done what a torpedo in that circumstance is likely to do—scooped out of the water. It described a graceful arc and landed on our deck. It slid, with a loud clatter, on the steel plates, kept on its way, plunged into the water on the other side, and continued its journey."

The loud banging as the torpedo had struck the deck and

rattled across awakened me in my bunk below. I thought one of our masts had fallen down and I scrambled up to the bridge.

"There, right beside our boat, was a periscope. I had scarcely spied the periscope when I saw a streak approaching us on the few yards of intervening water—a torpedo.

A Narrow Escape.  
"Helm hard astern. I gave the order out of instinctive habit. It meant nothing. No earthly power could have swerved the boat in such a way as to get it one side or the other of the path of the torpedo. The missile was coming directly towards us.

Dreadful, agonizing moments. Nothing happened. The torpedo passed under us, but not more than a few inches. I am sure. The enemy, seeing his first torpedo jump over our boat, decided not to set the second one for too high a run. He aimed it too low."

There is one intriguing story of the winter of 1913-14, when "U" boat commanders were ordered to sink no more merchant ships without warning. It is told by Ritter K. S. von Georg, a young Bavarian knighted for his "U" boat "success," now a merchant shipping officer.

"There we were in the middle of the fishing fleet and quite unsuspected. My orders were to make provision for the safety of crews, and the moment I gave warning my prospective victim could go scurrying away in the darkness. I resolved to try an experiment. I called the captain of the Norwegian ship I had sunk. I bade him take the small boat with a couple of his men, go over to the nearest trawler and inform the captain of our presence.

"Tell him," I said, "that he is to abandon ship at once and report with his crew to me, as I am going to sink his ship."

Heat Bluff.  
"It was all bluff. If the trawler skipper refused to obey, there was nothing I could do. My Norwegian returned, and with him the skipper and the crew of the trawler. They drew up alongside the 'U' boat. The skipper of the trawler had not even attempted to warn the other fishing boats.

Splendid! Why not carry on the bluff? I now sent the captain of the trawler out, and with him one of my officers and four of my men. They made the round of the trawlers—there were twenty-two of them—and warned the skipper of each to abandon ship and bring his crew over to the 'U' boat.

"And now for several hours the splashing of oars resounded on all sides in the darkness. We gathered the crews aboard one of the trawlers and then set about the work of destruction."

Saturday.  
(April 27.)

Chinese lunch in honour of H.R.H. Kam Ling Restaurant. Departure of H.R.H. on board H.M.S. Suffolk. English F.A. Cup Final at Wembley. Extra Race Meeting, Happy Valley. Queen's Theatre: "The Big City." World Theatre: "Circus Rookies" and "A Dog's Life." Star Theatre: "The Garden of Allah."

## THE HONGKONG

PENINSULA HOTEL;  
HONG KONG HOTEL;  
REPUBLIC BAY HOTEL;  
PEAK HOTEL

## SHANGHAI

ASTOR HOUSE HOTEL;  
PALACE HOTEL;  
MAJESTIC HOTEL

## HOTELS,

LIMITED.

IN ASSOCIATION WITH THE  
GRAND HOTEL DES WAGONS,  
LITS, PEPING.

The Only Hotel in CANTON  
Directly under European  
Management.

THE VICTORIA HOTEL  
SHAMEN  
Guides and Trips arranged for and Special Care Taken of TOURISTS.  
Cable Address: "VICTORIA."

## SPORTING.

GUNS by W. W. GREENER  
WEBLEY and SCOTT, and Other  
Makers—British, French and American.  
B.S.A. Air Rifles, and Miniature  
Rifles, 33, Calibre, Repeating and  
Automatic.  
SPORTING CARTRIDGES of  
all descriptions.  
Agents for W. W. GREENER,  
LTD., BIRMINGHAM.

HONG KONG SPORTING ARMS  
AND AMMUNITION STORE,  
6, BEAUFORT ARCADE.

## FOR SALE.

A FINE COLLECTION OF  
68 TRANSVAAL UNUSED  
POSTAGE STAMPS,  
1885 TO 1901.  
INCLUDING 25 STAMPS,  
For \$50 Net.

GRACA & CO.,  
DEALERS IN POSTAGE STAMPS,  
PICTORIAL POST CARDS, GARDEN  
SEEDS, TOYS, &c.  
No. 10, WYNDHAM STREET,  
P.O. Box 620. HONG KONG.

## ON SALE.

HONG KONG HANSARD RE-  
PORTS OF THE MEETING  
of the LEGISLATIVE COUNCIL  
for the Session 1928.

Revised by Members.  
PRICE ... .. \$5.  
HONG KONG DAILY PRESS OFFICE.

## THE STANDARD LIFE ASSURANCE CO.

£1,000 on attaining the age of Fifty-five  
Premiums moderate. Conditions liberal.

Particulars from—

DODWELL & CO., LTD.

AGENTS,  
2, QUEEN'S BUILDING

Courtesy, Comfort, Service  
and Luxuries of Modern Hotel  
Construction

## THE HOTEL RIVIERA

MACAU

Cable Address:—"Riviera, Macau."



One Touch of  
"NUGGET"  
Makes the whole  
Boot Shine

鮮人莫不飲也  
能知味也

There is nobody but eats  
and drinks, But there are  
few who can distinguish flavours"

Take the pleasantest path to  
health and vigour. HORLICK'S,  
the original Malted Milk, is  
not only a perfect food—it is  
a most delightful and refreshing  
drink.  
The flavour and aroma is most  
appealing; it is enjoyed by young  
and old, infants and invalids. Easily made  
with hot or cold water—Horlick's  
is the pleasantest health giver obtain-  
able.



Representative—Mr. H. M. HODGES, P.O. Box 2711, Shanghai.

## P. O. Box 1, Hong Kong

is the Address. Write an Order for  
the Weekly Press to be sent you  
for Three Months or Thirty Years.  
The first will cost you \$3.75, and  
the Annual Subscription is \$15.

## Diary of Coming Events.

To-day.  
(April 24.)  
United Amateurs Oriental Agency,  
Ltd. Extraordinary general meet-  
ing, Messrs. Dodwell & Co., Offices,  
11 a.m.  
Mui Fa Dancing Party, Po Hing  
Theatre, Yau Ma Tei, 3 p.m. and 8.30  
p.m.  
Italian Opera Company: "Il  
Trovatore," Star Theatre, 9.15 p.m.  
Queen's Theatre: "Dry Martini."  
World Theatre: "Rose Marie."  
Star Theatre: "The Chorus Lady"  
at 5.30 p.m.  
Tea Dances: H.K. Hotel and  
Peninsula Hotel, 4.30 p.m.  
Dinner Dance: Peninsula Hotel,  
8.30 p.m.  
European Mails:—Inward:  
Europe via Siberia (Alipore).  
Thursday.  
(April 25.)  
Duke of Gloucester arrives per  
P. & O. Morea, Landing Queen's  
Pier.  
Addresses of Welcome to H.R.H.,  
Theatre Royal, 11 a.m.  
Inspection by H.R.H. of members  
of St. John Ambulance Brigade,  
Girl Guides and Boy Scouts,  
Government House, noon.  
Polo: H.K. Polo Club Ground,  
4.45 p.m.  
Japanese Fireworks Display for  
H.R.H., evening.  
Mui Fa Dancing Party, Po Hing  
Theatre, Yau Ma Tei, 3 p.m. and 8.30  
p.m.  
Italian Opera Co.: "Rigoletto,"  
Star Theatre, 9.15 p.m.  
Queen's Theatre: "The Big City."  
World Theatre: "Love Hungry."  
Star Theatre: "Body and Soul,"  
8.30 p.m.  
Carpi's Italian Opera Company  
"Il Trovatore," Star Theatre, 9.15  
p.m.  
Tea Dances: H.K. Hotel and  
Peninsula Hotel, 4.30 p.m.  
Dinner Dance: Peninsula Hotel,  
8.30 p.m.  
European Mails:—Inward:  
Europe via Suez (Morca).  
Friday.  
(April 26.)  
Christian Fellowship Meeting:  
Helena May Institute, 10.30 a.m.  
Tiffin Party for H.R.H. The Duke  
of Gloucester, R.H.K. Golf Club,  
Fanning.  
Garden Party for H.R.H., H.K.  
Cricket Club ground, 4.30 p.m.  
H.K. General Chamber of Com-  
merce, Dinner Party for H.R.H.,  
Peninsula Hotel, 8.30 p.m.  
University Lecture Room K.  
"Mathematical Philosophy" by  
Captain Macnair, 8.30 p.m.  
Italian Opera Co.: "Tosca," Star  
Theatre, 9.15 p.m.  
Queen's Theatre: "The Big City."  
World Theatre: "Love Hungry."  
Star Theatre: "Body and Soul,"  
8.30 p.m.  
Tea Dance: H.K. Hotel, 4.30 p.m.  
European Mails:—Outward:  
Europe via Siberia (Morca), 8.30  
a.m.  
Saturday.  
(April 27.)  
Chinese lunch in honour of  
H.R.H. Kam Ling Restaurant.  
Departure of H.R.H. on board  
H.M.S. Suffolk.  
English F.A. Cup Final at  
Wembley.  
Extra Race Meeting, Happy  
Valley.  
Queen's Theatre: "The Big City."  
World Theatre: "Circus Rookies"  
and "A Dog's Life."  
Star Theatre: "The Garden of  
Allah."



## WHIPPET FOURS & SIXES

INCREASED POWER  
LONGER WHEEL BASE  
CHROMIUM PLATED RADIATORS  
LONGER SPRINGS  
GREATER BEAUTY  
AND LOWEST PRICES in their respective classes

SHOWROOM } "DURO" MOTOR CO., LTD.  
SERVICE STATION } NATHAN ROAD, KOWLOON.  
DISTRIBUTORS :—GILMAN & CO., LTD.

### MOTOR NOTES FROM GREAT BRITAIN.

#### THE TRIUMPH OF "THE GOLDEN ARROW."

[FROM A LONDON CORRESPONDENT.]

The designing genius of Captain J. S. Irving combined with the driving skill of Major H. O. D. Segrave has restored to Britain the World's Land Speed Record by the truly amazing margin of nearly 24 m.p.h. The "Golden Arrow" may be said to have gone almost straight from the drawing board to the scene of its triumph at Daytona where it vindicated to the fullest degree the brains and workmanship responsible for its being.

It is not generally known that the beautiful streamlined bodywork was actually constructed in little over three weeks and that Thrupp & Maberly's workmen on several occasions had to work a 24 hour day to get through in time. The whole thing was so complicated, particularly owing to the intricate fairings, that the utmost care was needed throughout, especially as all the body parts had to be prepared without the chassis which was then in course of erection elsewhere.

Nearly 500 sq. ft. of stout gauge aluminium were used, hand-beaten to shape, and the panelling was fixed to iron hoops which themselves had to be fitted without interfering with the engineers who were working on the chassis. Without the highest degree of co-operation, in fact, the car would never have been ready in time.

In the actual record run Major Segrave took about 4 miles to get up speed before entering the timed stretch and for the first part of the run was able to watch the revolution counter dial and change from 1st to 2nd, and 2nd to 3rd at exactly 3,200 r.p.m. A Smith revolution indicator was used besides thermometers, oil gauges and K.L.G. plugs from the same organisation.

#### Campbell's "Bluebird."

At the time of writing it is not known whether the track conditions at Verneuk Pan will allow Captain Malcolm Campbell to try to capture the speed record with his "Bluebird." He has certainly had bad luck in his venture and it would be a great disappointment if it was found impossible to make the attempt. Nowhere would this be more keenly felt than at the Arrol-Aster works in Scotland where the body was redesigned and built, and a number of alterations made to the engine and transmission. The space between the rear wheels and the body has been decked in, by the way, so as to give good adhesion by means of wind pressure on the decking.

#### Some Modern Tendencies.

Very modern tendencies are evident in the new Arrol-Aster "Sixes" and "straights eights." For instance, the exhaust gas necessary to heat the header of the manifold is led off through the passages east in the cylinder block, the actual leads being tubes. This method overcomes the difficulty of obtaining a "hot spot" when the exhaust manifold is on the opposite side of the engine to the inlet.

Again, easy adjustment of the brakes is a feature of these cars, for the driver just turns a little handle at the side of the gear lever, so that he can adjust the brakes while driving.

The various improvements which have been carried out in the latest 1 1/4 h.p. Talbot have developed this successful model rather than altered it. One of the most outstanding features is the mounting of the engine on rubber with excellent results as regards silence and smoothness. The Silentbloc system, which is also used for the suspension, requires no lubrication. Another feature of interest to Overseas users is the addition of a large air cleaner for the carburettor intake.

Until quite recently a "Sportsman's Coupe" was not within the range of the motorist of moderate means as this type of body was only fitted to quite expensive chassis, but the Singer Company has entirely changed the situation by marketing a "Junior" Sportsman's Coupe at £175. The engine is specially tuned and the car with its black and crimson fabric body is most attractive and lively.

## MOTOR NOTES

Among these are several 14 year old models, each having over 200,000 to its credit. Again one of the latest type of Commer "buses" has been running six double journeys daily between Leicester and Nottingham and during the first six and a half months for which figures are available, actually covered no less than 60,000 miles.

#### Demonstrating Endurance.

The performance of the two Ariel machines, which won the Maudes Trophy awarded annually for the best performance of the year, has drawn attention to the amazing endurance of the modern British motor cycle. On that occasion the two machines covered 10,000 miles in a total running time of 530 hours during which period the engines made about 90 million revolutions. Immediately after that the 250 c.c. and the 300 c.c. machine covered 47 miles and 52 miles respectively in a one hour speed test on the Brooklands Track.

At the time of writing a standard 350 c.c. Daimler o.h.v. 4-stroke machine, picked out of stock, is carrying out a high-speed endurance test on the Maudes Trophy track at the hands of a team of British riders. The test is under the observation of the Auto Cycle Union which is working in conjunction with the French officials. During the first four days the machine covered 4,446 miles. The total mileage up to date is 7,560 in seven days and the average speed day and night, including stops for replenishment, etc. exactly 45 m.p.h. As the track is not lighted the machine depends on its own lighting set.

These long endurance tests and races are responsible for a great deal of progress in design and construction not only of machines but of components and accessories.

The Renault Mark 10 chain with the key-rod bush feature is a case in point. It was found that the ordinary chain under extremely bad conditions is liable to develop tight joints with consequent loss of power and chain breakage. The new chain solves this problem successfully.

#### Trolley Buses Displace Trams.

About a year ago part of the local tramway system having got beyond repair, the Kentish town of Maidstone purchased a number of 6-wheeled trolley buses from Ransomes, Sims & Jefferies. These were double-decked 55-seaters. Some working figures over three months are now available, and make interesting reading: the average operating expense per trolley bus mile was 12.751 pence whilst the average revenue was 23.633 pence. The mileage amounted to 112,738 and the number of passengers to 1,597,288. Compared with the number of passengers carried on the trams on the same route during the corresponding period of the previous year, there is a significant rise of 21.2 per cent., testifying to the popularity of the new mode of transport.

Compared with the tram-car the trolley bus possesses much greater mobility and offers more comfort for the passengers. Its rapid acceleration enables it to give the quickest service where traffic is congested and frequent stops essential.

#### Some Motor Cycle Notes.

In announcing that the Fifteenth International Cycle & Motor Cycle Show will take place at Olympia, London from November 30 to

December 7, the British Cycle & Motor Cycle Manufacturers & Traders Union state that the various arrangements which were found so useful by Overseas visitors at the last show with this year be elaborated. The trade reference library was much appreciated as also the Overseas Traders' Club with facilities for correspondence and business generally.

"Matchless" machines have started the year well with a number of successes to their credit. At a race meeting held at Bludenz, Austria, the fastest time of the day was made by R. Fitcher on a Model "V/A." In addition the same rider gained the special award for 1st place in the 500 c.c., while U. Baumgartner gained the Premier award for the 350 c.c. class on a Model "T/S."

In a reliability trial in Czechoslovakia the four "Matchless" machines entered were the only full team to finish and be classified. Some idea of the strenuous conditions can be gained from the fact that the temperature at the time was 30 degrees below zero and the 130 miles distance had to be covered at an average speed of 23 m.p.h. though the roads were very bad and covered with deep snow.

#### New Commercial Vehicle Models.

A new entry into the commercial vehicle field is the A.J.S. bus and lorry chassis from the Wolverhampton works of A.J. Stevens & Co., Ltd., well known as makers of motor cycles and side cars. This has a 6-cylinder o.h.v. engine, of 3,500 c.c. capacity, developing 34 b.h.p. at 2,000 r.p.m. The 4-speed gearbox has central change, and power take-off for speedometer

## WILLYS KNIGHT CARS & TRUCKS.

SHOWROOM } "DURO" MOTOR CO., LTD.  
SERVICE STATION } NATHAN ROAD, KOWLOON.  
DISTRIBUTORS :—GILMAN & CO., LTD.

drive and mechanical tyre pump. Marles type of cam and roller steering is employed and six brakes are fitted, the 4-wheel brakes being operated by Deane vacuum service. The new chassis is reported to have behaved very satisfactorily throughout a series of drastic tests in the hilly Peak district of Derbyshire and delivery of complete vehicles is expected in the near future.

The latest 30 cwt. Guy chassis is remarkable for its high efficiency power unit which enables long distances to be covered at a high average speed. The 4-cylinder engine has a capacity of 3,306 c.c. and is fitted with a detachable head. The combustion chambers have been designed to promote turbulence and are completely machined to definite dimensions to ensure uniform compression in each cylinder and an unusually high compression ratio. An air filter is provided for the carburettor. A good point about the rear axle is that it is fully floating; the weight of the vehicle and load is not borne by the axle shafts and further the wheels cannot become detached even should the axle shafts break.

In the course of a review of the new Latil type B5 6-tonner recently *Motor Transport* emphasised the importance of time saving in goods-carrying vehicles. In referring to exceptional road performances it is usual to express the results obtained in terms of ton-miles per gallon of fuel consumed but with comparatively low petrol prices and keen competition it is doubtful whether the fuel factor is of so much importance as the time occupied on a given journey.

The Latil vehicle in question even with a governed engine is easily capable of maintaining 35 m.p.h. with full load on the level, that is 210 net-ton-miles per hour. Internal expanding brakes are applied to all four wheels simultaneously with an expanding brake on the transmission.

A motor bandit disguised as a clergyman kept watch while his accomplices raided a shop in Balham High-road, London.

A court-martial at Toulon has condemned a sailor to two years' imprisonment for throwing a machine-gun into the sea in a fit of anger at being refused leave.



### HONG KONG DELIVERED PRICES

#### INTERNATIONAL SERIES "A C" PASSENGER.

R.A.C. Horse-Power Rating 26.53.  
Brake Horse-Power 48 at 2,600 Revolutions.  
Piston Displacement 194 Cubic Inch. Wheel-Base 107 Inches.  
Speed 55 M.P.H.

| Model                         | Nett Weight | F.O.B. Factory Price | Extras | Packing Shipping Duty | Nett Hong Kong Price |
|-------------------------------|-------------|----------------------|--------|-----------------------|----------------------|
| Roadster ..... 2-pass.        | 2,006 lbs.  | G\$525               | G\$54  | G\$216                | G\$795               |
| Tourer ..... 5-pass.          | 2,056 lbs.  | 525                  | 54     | 216                   | 790                  |
| Couch (3 doors) ..... 5-pass. | 2,316 lbs.  | 595                  | 40     | 265                   | 900                  |
| Coupe ..... 2-pass.           | 2,173 lbs.  | 595                  | 40     | 265                   | 900                  |
| Sedan ..... 5-pass.           | 2,396 lbs.  | 675                  | 40     | 265                   | 980                  |
| Cabriolet ..... 4-pass.       | 2,276 lbs.  | 695                  | 40     | 265                   | 1,000                |
| Landau Sedan ..... 5-pass.    | 2,396 lbs.  | 725                  | 40     | 265                   | 1,030                |

Hong Kong Price includes spare rim Tire and Tube, Bumper, Bulb Horn, Right Hand Drive.

#### INTERNATIONAL SERIES "A C" COMMERCIAL.

R.A.C. Horse-Power Rating 26.53.  
Brake Horse-Power 48 at 2,600 Revolutions.  
Piston Displacement 194 Cubic Inch. Wheel-Base 107 Inches.  
Speed 46 M.P.H.

|                                    |                 |        |       |        |        |
|------------------------------------|-----------------|--------|-------|--------|--------|
| Half Ton Chassis (20 x 450 Tires). | 1,615 lbs.      | G\$400 | G\$20 | G\$155 | G\$575 |
| Half Ton Chassis and Cab No. 560   | 2,015 lbs.      | 515    | 20    | 215    | 750    |
| Cab Top Express Truck              | 129, 2,230 lbs. | 555    | 20    | 240    | 815    |
| Screen Express Truck               | 103, 2,705 lbs. | 595    | 20    | 265    | 880    |
| Combination Truck                  | 104, 2,530 lbs. | 605    | 20    | 265    | 891    |
| Panel Express Truck                | 206, 2,265 lbs. | 625    | 20    | 255    | 895    |
| Eight Passenger Bus                | 34, 2,265 lbs.  | 640    | 20    | 255    | 915    |

Hong Kong Price includes spare rim Tire and Tube, Right Hand Drive.

#### INTERNATIONAL SERIES "L O" UTILITY.

R.A.C. Horse-Power Rating 26.53.  
Brake Horse-Power 48 at 2,600 Revolutions.  
Piston Displacement 194 Cubic Inch. Wheel-Base 131 Inches.  
Speed 60 M.P.H.

|                                      |            |        |       |        |        |
|--------------------------------------|------------|--------|-------|--------|--------|
| 1 1/2 Ton Chassis (20 x 50 Tires) .. | 2,435 lbs. | G\$545 | G\$45 | G\$185 | G\$775 |
| 1 1/2 Ton Chassis ( 0 x 6 Tires) ..  | 2,230 lbs. | 545    | 115   | 185    | 825    |
| 1 1/2 Ton (146") Chassis ( ) ..      | 2,410 lbs. | 545    | 215   | 185    | 845    |

Hong Kong Price includes spare rim Tire and Tube and 4 Fenders.

#### EXTRA FOR BODIES MOUNTED ON 181" CHASSIS.

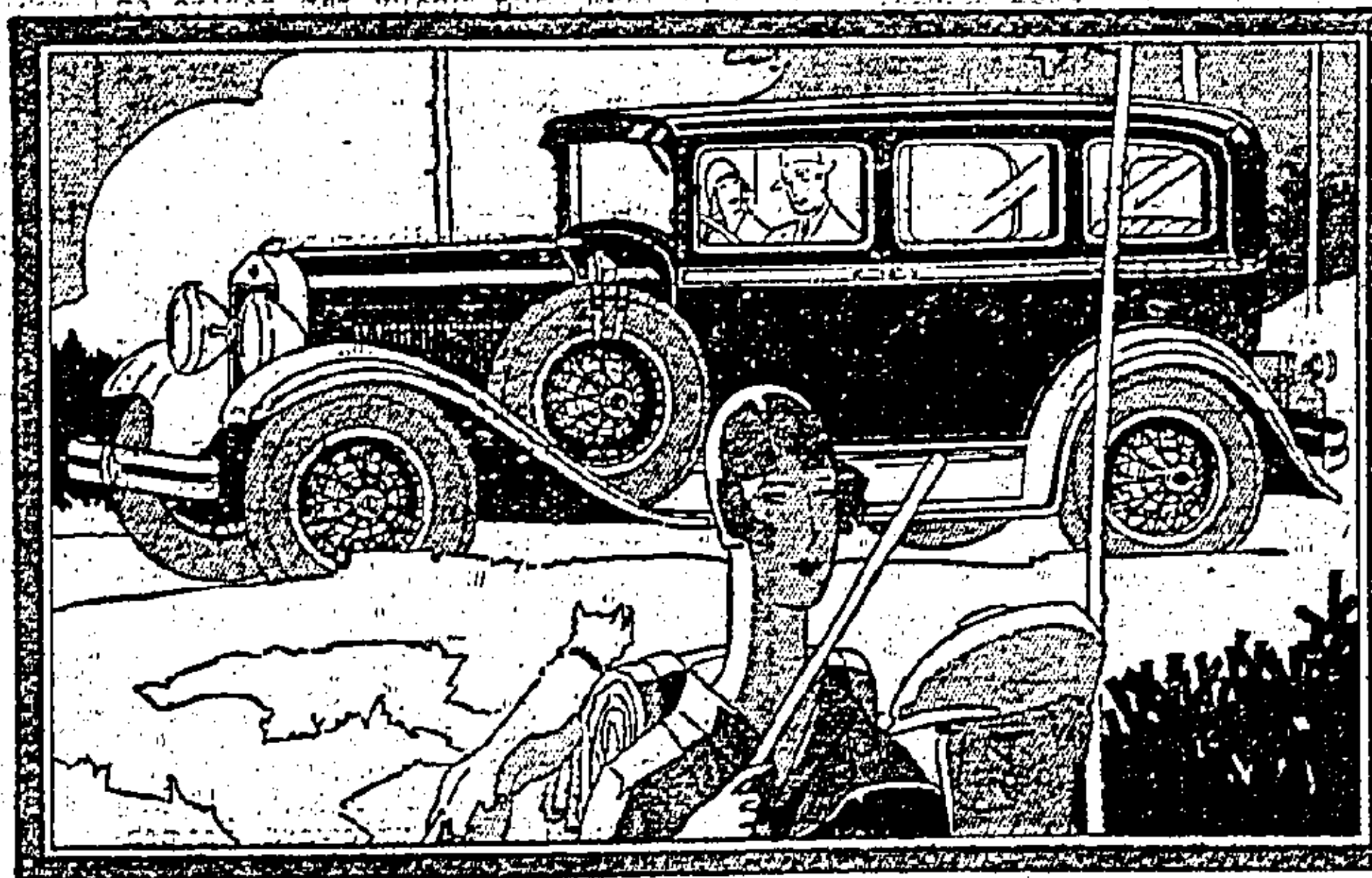
|                            |            |        |       |        |        |
|----------------------------|------------|--------|-------|--------|--------|
| Sedan Cab ..... No. 106    | 400 lbs.   | G\$ 95 | G\$30 | G\$ 65 | G\$190 |
| Cab Top Body ..... No. 323 | 775 lbs.   | 175    | 30    | 115    | 320    |
| Screen Body ..... No. 323  | 950 lbs.   | 225    | 30    | 145    | 410    |
| Combination ..... No. 303  | 1,000 lbs. | 250    | 30    | 145    | 425    |
| Panel Body ..... No. 405   | 800 lbs.   | 270    | 30    | 125    | 425    |
| 12 Pass. Bus ..... No. 39  | 775 lbs.   | 305    | —     | 130    | 435    |

All Prices and Specifications subject to change without notice.

### THE HONG KONG HOTEL GARAGE

25, Queen's Road Central. Tel. Central 4759.

## Another year of triumph for Studebaker's ERSKINE SIX



STUDEBAKER'S NEW ERSKINE SIX ROYAL SEDAN—Six wire wheels and folding luggage grid included.

LAST YEAR motorists invested more than £7,000,000 in new Erskine Sixes! Thus the world enthusiastically approves this Studebaker car which won the championship of its low priced class by racing 1,000 miles in 984 minutes. This steadily growing popularity is proof of the desirability of a high quality six at moderate cost, built to Studebaker's quality standards. A family car with the roomy, hydraulically cushioned comfort of expensive automobiles. Studebaker's engineering genius gave the thrill and satisfaction of championship performance to this Erskine, noted for its economy of petrol and lubricant. Come see the beauty of this new Erskine Six—and see the Studebaker-built champion car you will want to own.

A stock model Erskine Six Royal Sedan, as illustrated above... recently defeated a field of 120 American and Continental cars in a difficult 1103-kilometer run between Warsaw and Lodz, Poland. This competition was supervised by the Automobile Club of Lodz.

Studebaker's Four Lines.  
Studebaker builds four great lines of cars—The President Eight (50,000 miles in 24,754 minutes); The Commander Sixes; The Director (5000-mile in 431 minutes); The Erskine (1000 miles in 984 minutes). Each is backed by Studebaker's 12-month guarantee.

PRICES RANGE FROM H.K. \$2,320 TO H.K. \$6,140.

### THE HONG KONG HOTEL GARAGE

(THE HONG KONG & SHANGHAI HOTELS, LTD.)

SHOWROOM—25, QUEEN'S ROAD CENTRAL

TELEPHONE CENTRAL 4759.



**TUBULAR RADIA-  
TORS.****INTERESTING EXPERI-  
MENTS.**

At a meeting of the Manchester Centre of the Institution of Automobile Engineers a paper was read by Messrs. H. Kerr Thomas and E. C. Wadlow on "The performance of tubular radiators for motor-vehicles." In the experiments described, nine tubes, of different diameters, plain, and having different arrangements of gills attached to them, were selected to cover the range of sizes employed in multi-tubular radiators used at the present time. All the tubes were made of brass, except those of one-quarter of an inch in diameter, which were of copper. The gills were tinned inside and outside, but the plain tubes were not tinned. This difference affected the nature of wetted surface and altered the actual internal diameter of the tinned tubes to a slight extent. Each tube was tested with a view to determining the following factors: (a) The effect of water speed through the tube upon the heat dissipated with constant air speed, and constant difference between mean water temperature and air inlet temperature; (b) The effect of air speed upon the heat dissipated with constant air speed and constant difference between mean water temperature and air inlet temperature; (c) The effect of varying the difference between the mean water and air inlet temperatures when water air speeds were kept constant.

**Some Drawbacks.**

The basic value of water and air speed were, respectively, 1 ft. and 50 ft. per second, and the experiments were carried out with the difference between mean water temperature and air inlet temperature as near to 90 degrees F. as was possible. With thermo-syphon cir-

culation it was observed that the smallest radiator to dissipate a given amount of heat was one built up with 1 in. plain tubes. Only when 1 in. tubes were used did the gilled tube show up better than the plain one. The use of small, plain tubes, however, was accompanied by certain drawbacks; for example, increased difficulty in manufacturing the tube block, greater possibility of tube stoppage, and lower transverse strength of tubes. In view of these considerations, the authors expressed a preference for 1 in. gilled tubes for thermo-syphon radiators. This size of tube also had the further advantage of being associated with a low critical water speed, which might be exceeded when conditions became very severe, resulting in an increased rate of heat dissipation. The presence of a rough interior tinned surface was also helpful in promoting turbulence in the water flow. With pump circulation, in nearly every case it was observed that the gilled tubes were more efficient than plain ones, irrespective of size. Again, a given volume of 1 in. tubes, either plain or gilled, was able to dissipate the greatest amount of heat.

**Syphon or Pump?**

A further question arose concerning the desirability of employing either thermo-syphon or pump circulation. Using 1 in. gilled tubes, the size of radiator necessary to dissipate a given quantity of heat would be, for thermo-syphon circulation, about twice the size necessary when a pump was employed. With other sizes of tube the ratio was smaller, but even in circumstances most favourable to thermo-syphon cooling a radiator about 50 per cent. larger than that required if pump circulation was employed would be necessary. From heat transmission considerations alone pump circulation was desirable for onerous conditions; many other factors, however, entered into the problem—the economic aspect, the effect upon engine performance, and the like—and the authors did not feel justified in making recommendations on this point.

**MOTOR NOTES.****SPECIAL PURPOSE  
VEHICLES.**

Great interest has been aroused by the announcement that a huge 14-wheeler machine, more than 65 ft. overall, is under construction at the Scammell works. This has been designed to transport exceptional loads of 100 tons or more, such as heavy machinery, which hitherto have been dealt with by a number of traction engines and trailers. The Scammell's road speed will be about double that of its predecessors and it will need a crew of only 3 instead of 12, while owing to its rubber tyred wheels no damage will be done to the road surface.

There are a number of most ingenious features about the latest type of refuse carrying machine from the Dennis factory. Other-wise based on the very successful Dennis 30 cwt. chassis it is fitted with 22 in. wheels which bring the frame level down to 21½ in. The top of the body side is thus only 1 ft. 4 in. from the ground. The metal body has a capacity of 7 cu. yds. and the top is fitted with sliding covers. For emptying purposes hydraulic gear is provided and the absence of wheel arches and clever body shape, a few inches wider at the rear, ensure a clear chute. The driver's seat is recessed into the forward end of the body, an arrangement which gives greater load capacity and better distribution over the front and rear axles.

**SPEED RECORDS.****LETTER FROM MR. S. F. EDGE.**

We have received the following letter from Mr. S. F. Edge, of A. C. Cars, Ltd.:—

"I have been reading recently in the papers that Messrs. E. A. D. Eldridge, Kaye Don and G. E. T. Eyston beat the 24-hour record for

cars of the three to five litre class by covering 1,133 miles in 24 hours at an average speed of 72½ miles an hour.

Now this is a very poor performance compared with Mr. Gillet's performance of 24 hours at Montlhéry on a 9-litre 6-cylinder Acedes when he covered 1,834 miles at an average speed of 82.53 miles per hour.

"The Acedes ran so easily and nicely that Mr. Gillet was able to drive the 24 hours throughout himself, whereas this record referred to of the three to five litre car took no less than three drivers to keep it going for 24 hours.

"I do think this British record of the Acedes should be remembered when this large American car record is talked about."

**MASS PRODUCTION FOR  
AEROPLANES.****PROGRAMME ADOPTED BY  
THE FORD INTERESTS.**

Detroit, April 11.—The Ford Motors interests have placed their aeroplane manufacturing programme on a mass production basis, Mr. Henry Ford, head of the companies, announced today.

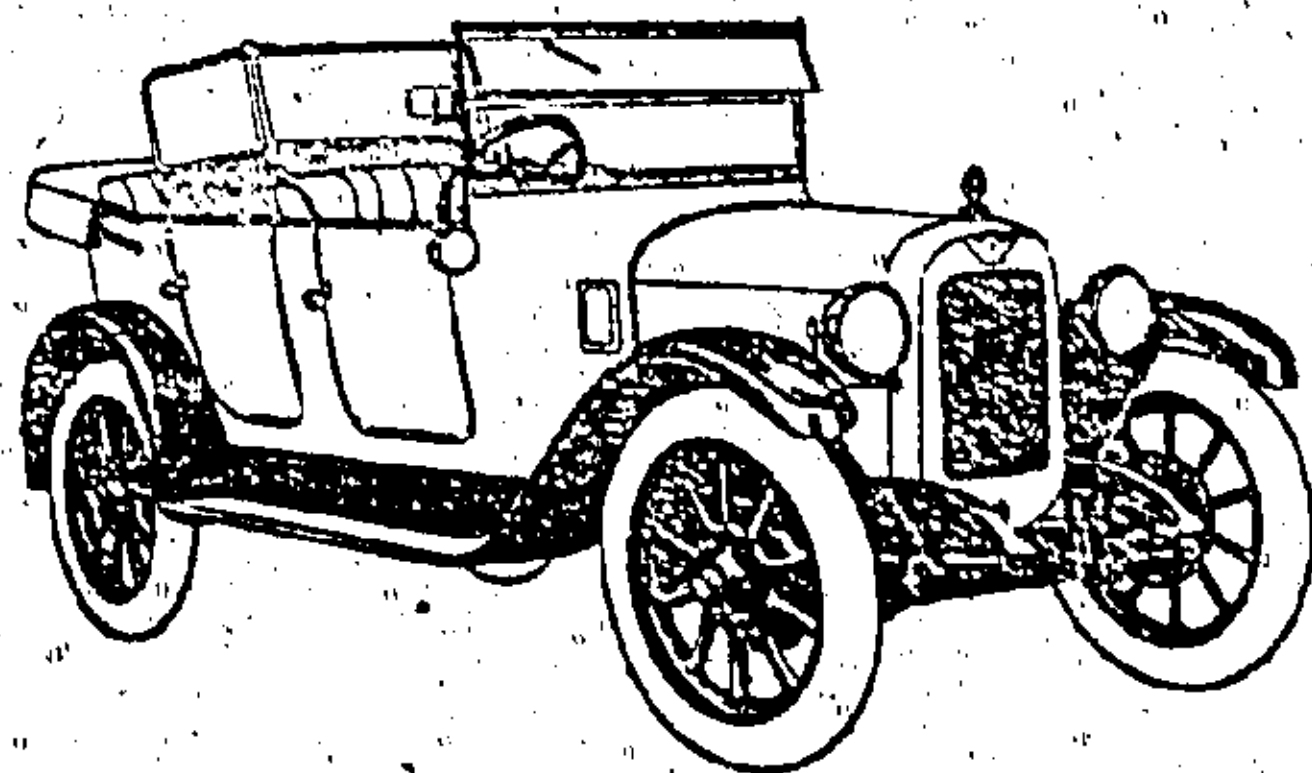
Following his interview at the opening of the Detroit Aeroplane show yesterday, when he declared his belief that the manufacturing of aeroplanes must proceed along the same lines as that of automobiles, Mr. Ford to-day announced that production figures for the coming period have been 7,000 for the smaller Ford planes and 10,000 for the Ford three-motored transport planes.

The same programme will be followed in the Ford aeroplane factories as in the automobile factories, the manufacturer indicated, and production figures set in advance for each period, based on the reports of the sales organization.

**Now**

is the time

to buy your Car.



12 H.P.

**Austin  
CARS**

are famous throughout the  
world for Speed, Comfort, Economy and Reliability.

**ALEX. ROSS & CO.  
(CHINA), LTD.**

PRINCE'S BUILDING.

TEL. C. 27.

KOWLOON GARAGE &amp; SHOWROOM.

TEL. K. 1486.

[A.P.B.]

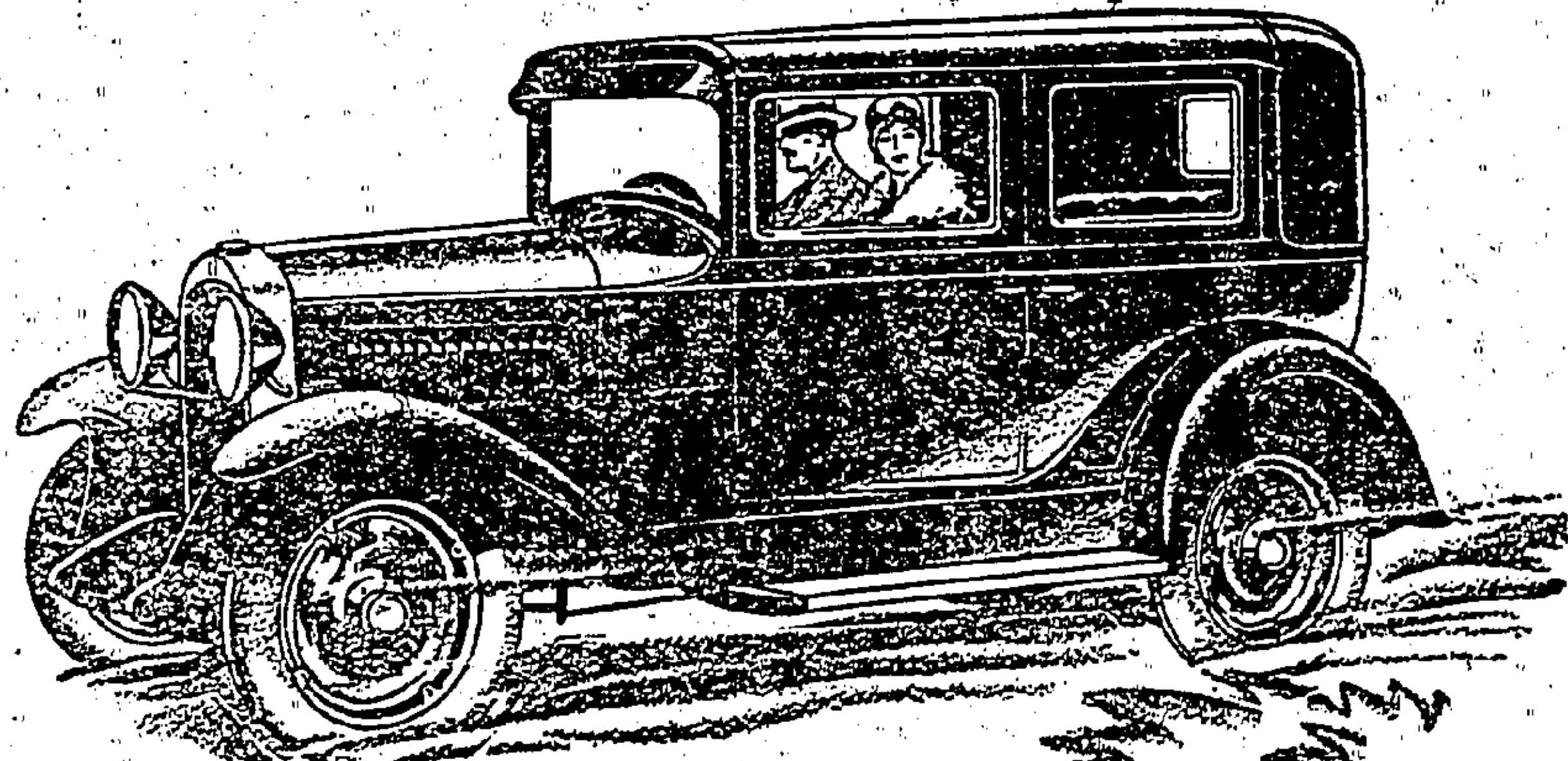
Tourer - \$1,590

Roadster 1,695

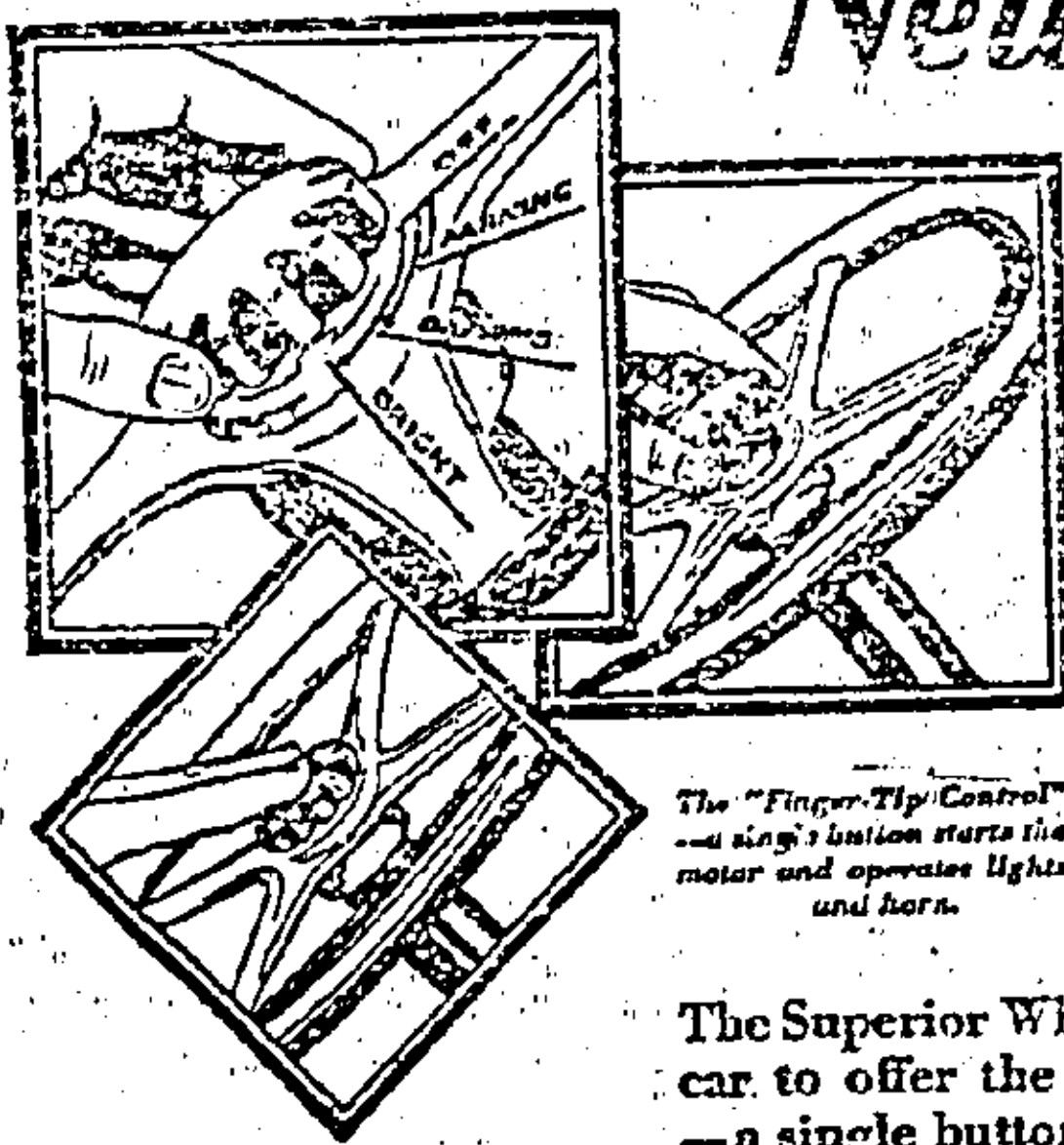
Coach - 1,950

Coupe - 1,950

Sedan - 2,080



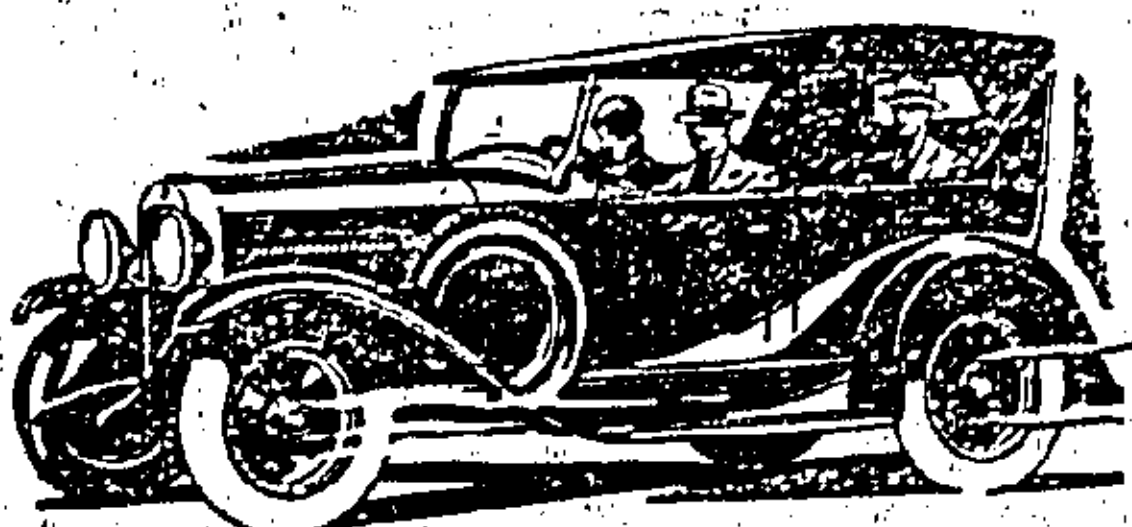
# GREATER SPEED with the New Superior WHIPPET



The "Finger-Tip Control"—a single button starts the motor and operates lights and horn.

The Superior Whippet is the first low-priced car to offer the new "Finger-Tip Control"—a single button in the centre of the steering wheel, which operates the starter, lights and horn.

In distinguished beauty, in sparkling performance and in rigid economy, the new Superior Whippet sets its own high standards. Your nearest Willys-Overland dealer will be glad to arrange a demonstration.



The new improved engine of the Superior Whippet increases the speed of the car by from four to five miles an hour—making the new Whippet one of the fastest light cars on the road.

This new motor develops 20% more horsepower which permits higher speed on second gear and so affords faster pick-up than in the original Whippet. Added power also makes the new Superior Whippet faster and a better hill-climber.

This improvement of a mechanical design which the motoring world had already pronounced "correct" is supplemented by beauty of appearance which establishes a new style trend for all light cars. Graceful lines, longer bodies, higher radiator, and hood, rich colours and sweeping, full-crowned fenders are used with subtle artistry to produce the new Whippet.

**LOWER COST OF OPERATION**

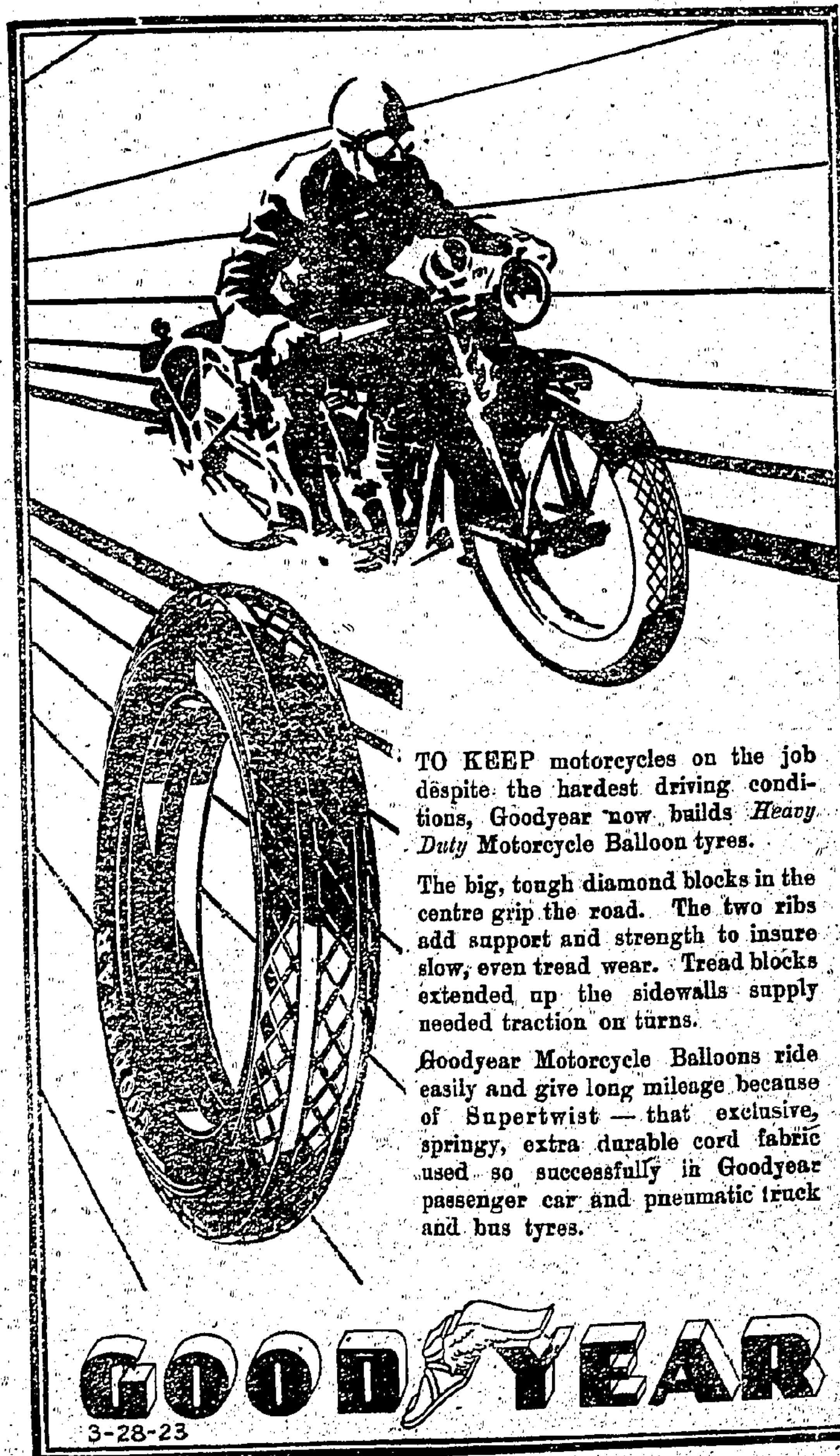
**THE NEW SUPERIOR WHIPPET 4**  
(All prices and specifications subject to change without notice.)

Agents:—

Messrs. GILMAN & CO., LTD.  
4A, DES VOEUX ROAD CENTRAL.  
TEL. C. 290.

Garage &amp; Service Station:—

DURO MOTOR CO., LTD.  
132, NATHAN ROAD, KOWLOON.  
TEL. K. 226.

**WILLYS-OVERLAND FINE MOTOR CARS**

TO KEEP motorcycles on the job despite the hardest driving conditions, Goodyear now builds *Heavy Duty* Motorcycle Balloon tyres.

The big, tough diamond blocks in the centre grip the road. The two ribs add support and strength to insure slow, even tread wear. Tread blocks extended up the sidewalls supply needed traction on turns.

Goodyear Motorcycle Balloons ride easily and give long mileage because of Supertwist—that exclusive, springy, extra durable cord fabric used so successfully in Goodyear passenger car and pneumatic truck and bus tyres.

**GOODYEAR**

3-28-23

DISTRIBUTORS:

**ALEX. ROSS & CO. (China), Ltd.**

Prince's Building, 2nd Floor.  
Telephone: C. 27.

HONG KONG.

Kowloon Service Station.  
Telephone: K. 1486.



## "MACNOVA"

The WATERPROOF WITH A GUARANTEE.



The "MACNOVA" is made to our own design of a specially woven cloth and treated with a patent proofing process which enables it to withstand the peculiarities of the climate.

It is cut on free and easy, yet smart lines, providing perfect comfort in wear, and every detail in the making has the closest scrutiny.

We confidently recommend the "MACNOVA" waterproof, and will replace any coat which fails to give complete and absolute satisfaction.

\$35.00

Other qualities from \$16.50

Less 10% Discount for Cash.

**Mackintosh**  
MEN'S WEAR SPECIALISTS & Co. Ltd.  
ALEXANDRA BUILDING. DES VOEUX ROAD

## "King George IV"

Old Scotch Whisky

PRE-WAR  
QUALITY

THOROUGH  
MATURITY

RARE  
BOUQUET

DELICATE  
FLAVOUR

OUTSTANDING  
CHARACTER

UNVARYING  
STRENGTH

ABSOLUTE  
PURITY



THE DISTILLERS' AGENCY LTD.  
EDINBURGH  
Scotland

SOLE AGENTS:

GANDE, PRICE & CO. LTD.

TEL. C. No. 185.

HONG KONG

## WHITEWAYS

### CLUB STRIPE TIES.

NEW

ASSORTMENT

OF  
CLUB  
STRIPE  
TIES

all the popular  
combinations

\$2.25

upward.

NEW BATSWING

BOWS

\$1.75

MEN'S OUTFITTING DEPT.

WHITEWAY, LAIDLAW & CO., LTD.  
HONG KONG.

## ST. GEORGE'S DAY IN HONG KONG.

SOMERSETS SOUND THE RETREAT.

SERVICE MEN ENTERTAINED.

### MR. W. E. L. SHENTON'S ADDRESS.

St. George's Day was celebrated yesterday with more formality than has been customary in Hong Kong. The ceremony of laying a wreath on the Cenotaph was well attended at 11 a.m. and "The Retreat" played by the band of the Somerset Light Infantry attracted a large crowd to the Cricket Club ground at 3.30 p.m.

At 7 p.m. the President broadcast an address to Englishmen, also the telegrams received from branches of the Society in other parts of the world.

At 8 p.m. a most successful smoking concert was held for Servicemen in Lee Theatre, East Point.

### AT THE CENOTAPH.

An unusually large gathering assembled at the Cenotaph yesterday morning. The Hon. Mr. W. E. L. Shenton (President of the Society of St. George, Hong Kong) and the Hon. Sir Henry Pollock, R.C., LL.D. (a Past President) together deposited a wreath at the Cenotaph.

Captain F. G. Sillitoe, R.M., Aide-de-Camp, laid a wreath on behalf of H.E. the Governor (Sir Cecil Clementi, K.C.M.G.).

Others present included Mr. W. A. Dowley and Mr. C. G. Alabaster, O.B.E., K.C. (Past Presidents), the Hon. Mr. H. T. Cross, C.B.E., the Hon. Mr. T. H. King, Mr. S. T. Butler (hon. secretary), Mr. T. E. Pearce, Mr. H. R. Phillips, Mr. C. Bulmer Johnson, Mr. L. C. F. Bellamy, M.C., Mr. S. J. Jordan, M.C., Mr. E. M. Hazeland, Mr. W. J. Stokes, Mr. W. A. Cornell, Mr. G. E. Wetton, Lieut. Col. T. A. Robertson, Mr. E. W. Carpenter.

After the ceremony those present were entertained by the President to refreshments.

### Gifts of Roses.

Baskets of English roses were presented by the Society to Mrs. W. T. Southern (wife of the Colonial Secretary) and to Mrs. A. K. Waistell (wife of H.E. the Commander-in-Chief). Bunches of roses were also given to the following:

Government Civil Hospital, Victoria Hospital, Peak Hospital, Matilda Hospital, Military Hospital (Bowen Road), Royal Naval Hospital, French Convent Hospital, Alice Memorial Hospital, Tsan Yik Maternity Hospital (Eastern Street), Tung Wah Hospital, Italian Convent Hospital, St. Francis Infirmary (Wanchai), Kowloon Hospital, Kowloon Military Hospital, Kwong Wah Hospital.

The usual complimentary telegrams were received by the Society in Hong Kong, and were broadcast by the President in the evening.

### "THE RETREAT."

The Hong Kong Cricket Club ground, which was already bordered with marquee decorated with flags, in preparation for the Garden Party to be given for H.R.H. the Duke of Gloucester on Friday, made an excellent background for the musical entertainment given by the band of the Somerset Light Infantry. The band, under the baton of Mr. E. J. Woolcott, was massed in the centre of the ground, and not only was all the available accommodation well filled but the railings were lined with spectators standing in the street, and a good number more watched the proceedings from the Murray Parade Ground.

The programme was as follows:—

1. Fanfare of Bugles.
2. The Retreat.
3. March.....Sambre y Meuse.
4. Bugle March..... Windsor.
5. Descriptive Piece.

The Ride of St. George. Bugle March..... Old Faithful.

7. Grand Fantasia of English Songs.

8. March.....Marching thro' Georgia. Rule Britannia.

The Evening Hymn. Regt. March.....Prince Albert God Save The King.

"The Retreat" itself was very impressive, but not more so than the two Bugle marches "Windsor" and "Old Faithful," played while marching round in a hollow square within a few hundred yards of the audience.

The descriptive piece "The Ride of St. George" was very well played, but it was the "Fantasia of English Songs" which provided one of those delightful unremembered effects, which are often remembered long after the occasion which caused them would otherwise have been forgotten. During the playing of "Drink to me only with thine eyes" a lady and gentleman whose ages perhaps totalled 6 years were irresistibly attracted, and set off hand in hand across the ground towards the players. A ripple of laughter went round the audience, and the gentleman, rather ungallantly deserted his lady at the sound and ran back to his mother. But the tiny pair of red shoes wandered on, until, when most of the distance was covered, their wearer suddenly faltered, hesitated for a little, and solemnly marched back again.

The evening hymn "Abide with me" was played beautifully, and was followed by "Prince Albert," the regimental march of the Somerset Light Infantry and the National Anthem.

### MR. W. E. L. SHENTON'S ADDRESS.

#### THE ST. GEORGE OF HISTORY.

Mr. W. E. L. Shenton's address was as follows:—

Englishmen and Englishwomen.—Today is the anniversary of the martyrdom of St. George of Lydda, the Patron Saint of England. He met his death on the 23rd of April, A.D. 303.

It is on the 23rd of April in each year that the English in all parts of the world gather together, happy in the fact that they are English and that England is their native land.

"This a glorious charter, deny it who can. That's breathed in the word: I'm an Englishman."

I have received as President of the St. George's Society of Hong Kong the following telegrams of greetings from kindred Societies.

#### WORLD-WIDE MESSAGES.

Complimentary telegrams received by the Society in Hong Kong were:—

LONDON:—Prince George present at banquet. First Lord of the Admiralty chairman. All prosperity and happiness.—St. George's Society.

SHANGHAI:—Hearty fraternal greetings.

PEKING:—President and members Peking send greetings.

VANCOUVER:—Greetings and best wishes from the President and members of the Vancouver, British Columbia, branch of the Society.

TIENTSIN:—Heartiest greetings from President and members, Tientsin.

Kobe:—Heartiest greetings from Kobe.—Aslet, President.

SHANGHAI:—Greetings from Shanghai.—O. M. Green, President.

Today being St. George's Day it will no doubt be of interest to Englishmen to hear something of St. George's legendary history, much of which is of course the subject of controversy and may or may not be correct. He was born in Lydda in Palestine A.D. 270. Lydda is situated on the plains of Sharon, so celebrated for its roses, and as this beautiful flower was St. George's favourite, it became the national emblem of England.

St. George became a soldier by profession and entered the Roman Army. Diocletian the then Emperor of Rome sent him on a mission to England—he landed on the West Coast—hence St. George's Channel. Whilst there he was instrumental in converting the Empress Helena, the mother of Constantine, to Christianity. Constantine who was born at York, also embraced Christianity, and consequently became Emperor of Rome. St. George and Constantine became fellow soldiers and fast friends.

St. George met his death at the hands of the Emperor Diocletian because of his support of the Christians.

When Constantine became Emperor of Rome he chose St. George, his old friend, as the Patron Saint of his Native Land—England, and thus the red cross of St. George is on our flag, and his favourite flower, the rose, became our national emblem.

"Then raise the standard of St. George, For all that's good and great, And try and follow in his steps Old England's Patron Saint."

St. George's fame has come down to us from earliest history. In the Saxon days King Arthur and the Knights of the Round Table called themselves "The Brotherhood of St. George."

King Richard Coeur de Lion and the Crusaders bore on their shields the Cross of St. George. Their battle cry was "St. George for England."

In the year 1222, at the Council of Oxford, it was decreed that the feast of St. George should be observed as a national holiday.

#### The Banner of St. George.

King Edward III. in the year 1347 instituted the Order of the Garter—the blue ribbon of chivalry—dedicating it to St. George, and directing that the annual festival should be held at Windsor on St. George's Day.

King Henry V. won the great victory of Agincourt under the banner of St. George, Shakespeare represents him as saying "Cry God for Harry, England and St. George."

The stirring days of Drake and Raleigh—the gallant fight of Sir Richard Grenville of the "Revenge" took place under the banner of St. George. It was the flag of England which these undaunted pioneers unfurled on the shores of the New World—the flag which encircled the globe and carried to the Indies, those long and lasting foundations of our glorious Empire.

#### Mistress of the Seas.

Under the redoubtable Blake, the cannon of our ships thundered along the shores of the Mediterranean, bringing succour to the weak and justice to the oppressed. Well might Cromwell say "By such missions as these, we shall 'make' the name of Englishmen as great as that of Rome was, in Rome's most palmy days." It was Blake who defeated the Dutch, and compelled the maritime powers of Europe to again acknowledge England "Mistress of the seas," in token of which to this day, the whip-lash pennant, with St. George's cross at the hoist, is borne by all His Majesty's ships in commission; and the banner of St. George remains the Admiral's flag, our flag, to which the poet Campbell sang:—

"Ye mariners of England That guard our native Seas, Whose flag has braved a thousand years"

#### The battle and the Breeze."

It was on St. George's Day and with the battle cry—"St. George for England" that the unconquerable Forces of England and the British Empire carried the assault of Zeppelins, that incomparable feat, that will live for all time.

St. George not only lives in the past, but to day, and in the future. He is representative of English nationality and cohesiveness—he is the bond which unites Englishmen throughout the Empire, and indeed throughout the world.

His Majesty our King whose recovery from His recent illness has brought so much joy to His subjects, bears the birth name "George," after our Patron Saint.

#### English Countryside.

So much for the history of St. George and what he means to England and to Englishmen, but there is something more—it is on St. George's Day that the thoughts of Englishmen wherever they are, return to their native land, and there is no one who does not ask himself in his heart, what it is that England stands for. And there comes into one's mind a wonder as to what England may stand for in the minds of generations to come, if our country goes on during the next generation as she has done in the last two, in converting her fields into towns.

To an Englishman, surely England is the country and the country is England, and when the Englishman is abroad, England comes to him through various senses—through the ear, through the eye and through certain imperishable scents, and what are they?—The sounds of England—the tinkle of the hammer on the anvil in the country smithy—the creak of a dewy morning—the sound of the scythe against the whetstone—the sight of a plough team coming over the brow of a hill—the sight that has been seen in England since England was a land.

The wild anemones in the woods in April—the last load of hay being drawn down a lane as the twilight comes out; and you can scarcely distinguish the figures of the horses as they take it home to the farm, and above all, most subtle, most penetrating and most moving, the smell of wood smoke coming up in an autumn evening,—that wood smoke that our ancestors' tens of thousands of years ago must have caught on the air, when they were coming home with the result of the day's forage, when they were still nomads, and when they were still roaming the forests and the plains. These things strike down into the very depths of our being, and touch chords that go back to the beginning of time and the human race, but they are chords that with every year of our life sound a deeper note in our innermost being.

#### Things That Make England.

These are the things that make England. They ought to be the inheritance of every English child—nothing can be more touching than to see how every man and woman will have their garden if they can,—will go to gardens if they can,—to look at something they have never seen, but which their ancestors knew and loved. The love of these things is innate and inherent in the English. It makes for that love of home, one of the strongest features of our race, and it is that that makes our race seek its new home in the Dominions overseas, where they have room to see things like this, that they can no more see at home. It is that power of making homes, almost peculiar to our people, and it is one of the sources of their greatness. They go overseas, and they take with them what they learned at home: love of justice, love of truth and the broad humanity, that are so characteristic of English people. It may well be that these traits on which we pride ourselves, which we hope to show and try to show in our own lives; may survive—survive among our people so long as they are a people—and just as to-day, more than fifteen centuries since the last of those great Roman legionaries left England, we still speak of the Roman strength, and the Roman work, and the Roman

## KAIPING COAL

FOR ALL PURPOSES



HOME,  
FACTORY  
AND  
BUNKERS

POWER  
HOUSE,  
TUGS &  
LOCOS

THE KAILAN MINING ADMINISTRATION,  
Head Office:—TIENTSIN.

DODWELL & CO., LTD., Agents, Hong Kong.

## MARCHANT'S

GOLD LABEL

EXTRA SPECIAL

## Old Highland Whisky.

Distilled and bottled in Scotland and guaranteed fully matured in wood.

A Whisky of quality at a moderate price.

Obtainable at all leading Clubs, Hotels and Stores and from the

Sole Agents:—

T. E. GRIFFITH, LTD.

TEL. 3517.

character, so perhaps in the ten thousandth century, long after the Empires of this world as we know them have fallen, and others have risen and fallen, and risen and fallen again, the men who are then on this earth may yet speak of those characteristics which we prize, as the characteristics of the English, and that long after the name of the country has passed away, wherever men are honourable and upright and persevering, lovers of home, of their brethren, of justice, and of humanity, the men in the world of that day may say, we still have among us the gifts of that great English Race.

I think the thoughts of every Englishman abroad to-day are well expressed in the words of Wordsworth:—

"I travelled among unknown men In lands beyond the sea, England! I never knew till then The love I bore for thee."

In conclusion, whilst it is on St. George's Day that our thoughts turn to Englishmen and England, nevertheless our good wishes, and desire for hearty co-operation, go out to all the other races and nationalities, who together with us make up the Great British Empire.

#### THE SMOKING CONCERT.

The Lee Theatre, kindly loaned by the Lee Hyson Estate Co., Ltd., was the scene of an excellent smoking concert, of typically English songs, music and humour, very much appreciated by a large audience of Service men.

Service men are not niggardly with their applause, if convinced it is well-deserved, and from the reception accorded the opening item of the concert, by the band of H.M.S. Kent, it was obvious that the entertainment had got off "on the right foot"—which always means such a lot! The next number, selections from "The Gondoliers," elicited loud demands for an encore, and "A Regular Royal Queen" into which the artists put much vim, was accordingly repeated. Other items were equally well received, and the programme continued smoothly to its all-too-quick termination.

The full programme was as follows:—

#### Part I.

- 1.—Selection by the Band of H.M.S. Kent.
- 2.—Selections from "The Gondoliers"—
  - (a) "For the Merriest Fellows are we" Mr. Parker and Chorus.

(b) "When a Merry Maiden Marries" Mrs. Tinson and Chorus.

(c) "A Regular Royal Queen"—The Chorus.

Chorus:—Mrs. Tinson, Mrs. Davenport Brown, Mrs. Bellamy, Miss Hancock, Mr. Annis, Mr. Brock, Mr. Green, Mr. Griggs, Mr. Parker.

3.—Humorist.—Mr. W. A. Hannibal.

4.—Song Scene.

"Fairies from the Moon" Mrs. G. C. Womack, assisted by Miss Rachel Wong, Miss Phyllis Gittins, Miss Helen Ho, Miss Mayvis Glendinning.

5.—Humorous Song.

Mr. V. C. Lebrum.

6.—Conjuror.

E.R.A. W. J. Mahoney.

INTERVAL.—Selection by the Band of H.M.S. Kent.

Part II.

7.—Banjo Solo..... Mr. Hughes.

8.—Jockey Dance.

Miss Rachel Wong, Miss Stella Ho, Miss Phyllis Gittins, Miss Helen Ho, Miss Mayvis Glendinning.

9.—Humorist.

Mr. G. W. C. Burnett.

10.—Song—"Glorious Devon" Mr. R. A. Green.

11.—Concertina Solo.

Mr. W. Potts.

12.—(a) "On a January Morning in Somersetshire" From "Tom Jones" Mr. Brock and Chorus.

(b) "The Yeomen of England" From "Merrie England" Mr. Green and Chorus.

Chorus:—Mrs. Tinson, Mrs. Davenport Brown, Mrs. Bellamy, Miss Hancock, Mr. Annis, Mr. Brock, Mr. Green, Mr. Griggs, Mr. Parker.

Finale—"Land of Hope and Glory"..... Mrs. Womack.

God Save The King.

Accompanists:—Mrs. Griggs, Mr. F. Mason, Mr. G. Grimble and Mr. H. J. Fountain.

Band of H.M.S. Kent, by kind permission of Capt. J. Wolle Murray, D.S.O., R.N., and Officers.

## NEW TAX FOR BOURGEOIS PLANNED IN RUSSIA.

Moscow, April 14:—The Central Executive Council has passed a law providing for special taxation on all males liable to conscription but not admitted into the Red Army on account of their bourgeois descent and standing.



## ULTIMATUM TO KWANGSI.

SENT BY KWANGTUNG LEADERS?

AN IMPORTANT CONFERENCE.

## GENERAL CHEN TSAI TONG'S STRUGGLE FOR PEACE.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, April 23.

General Chen Tsai Tong held a military conference at Headquarters a couple of days ago to discuss the general situation and with the exception of General Hsu King Tong (whose resignation from the post of "Commander of Second Kwangtung Division has been rumoured), practically all the military leaders of the Province were present. The conference is supposed to have arrived at most important decisions, but the utmost secrecy was maintained as to what was discussed and what will be done.

The general belief, in military circles, is that the conference had before it the question of peace or war with Kwangsi in compliance with the order of Marshal Chiang Kai Shek.

Admiral Chen Chak, Commander of the Canton Navy, is reported to have spoken at length on the necessity of declaring war on Kwangsi at once. He is said to have pointed out that the loyalty of Kwangtung to the Central Government and the preservation of peace within the Province demanded that war should be declared. He is further reported to have said that if Kwangtung does not attack Kwangsi, Kwangsi would attack Kwangtung.

## GENERAL CHEN TSAI TONG FOR PEACE?

But General Chen Tsai Tong wanted to effect a solution of the difficulties between the two Kwangs by peaceful and diplomatic means. In furtherance of that policy he has twice sent his subordinate, Colonel Heung Hon Ping, to Waichow to confer with General Wong Shiu Hui, the Kwangsi leader. General Wong was repeatedly urged to submit to the Central Government and resign, but judging from the military activities of the Kwangsi clique, General Wong did not accept the Canton envoy's advice. Kwangsi is still defying the Central Government and Canton, and is preparing to retrieve its political prestige.

After much discussion a resolution is reported to have been passed by the conference to the effect that a last warning should be sent to Kwangsi, urging submission to Nanking. Failure to comply may result in a Kwangtung expedition against Kwangsi and the warning was in the nature of an ultimatum to the Kwangsi authorities. This grave issue will, however, be definitely decided in the course of the next few days.

## A KUOMINTANG CIRCULAR.

These very circumstantial reports were corroborated by a circular of the Provincial and Municipal Kuomintangs to the Kwangsi branches warning them to submit to the Central Government and the Party. This strongly worded circular is printed in the Canton Press to-day. It expresses fervent loyalty to Nanking and describes the Kwangsi faction as reactionaries "destroying the peace and unity of the whole country." Comrades of Kwangsi are urged to wake up and "take the right course."

## THE BANK'S TROUBLES.

Mr. Wong Lung Shang, Manager of the Kwangtung branch of the Central Bank of China, has tendered his resignation to General Chen Tsai Tong. The continual run on the Bank and the manner in which this is being exploited by the money changers has led Mr. Wong to adopt this form of protest. It is not by any means certain, however, that his resignation will be accepted.

The run on the Central Bank is still going on and the banknotes have fallen to \$1.43 to the Hong Kong dollar.

## MARSHAL LI TSAI HSIN AT TANGSHAN.

A VERY QUIET LIFE.

(Wah Tai Yat Pao.)

SHANGHAI, April 23.

Marshal Li Tsai Hsin is still leading a quiet life at Tangshan and there are no signs of his restoration to freedom. Mr. Tse Hui who has been a companion of the Marshal at Tangshan since the latter was imprisoned, left for Shanghai on the 20th inst., saying he would proceed to Nanking in the immediate future.

## \$40,000 JEWELLERY ROBBERY.

AN AMAH AMONG THE ACCUSED.

DEATH OF AGED VICTIM RECALLED.

"I cannot call a dead person," declared Mr. Somerset Fitzroy (Assistant Attorney-General) before Mr. Justice Wood at the Criminal Sessions yesterday when a question of identification evidence was under discussion. Then following an observation by his Lordship, counsel smilingly added that he did not wish to argue. Mr. Perdue (A.S.P.) was then allowed to state that he saw an old lady, now deceased, pick out the second accused at a parade.

The reference was to Mrs. Wong Leung Shi, the elderly victim of the robbery at 10, Castle Road, who died some days after the incident. The deceased lady's son, who was called as a witness at the trial, told the Court that his mother was in good health on the day of the robbery, and he was of opinion that she died as the result of shock.

Ho San, the first accused, pleaded guilty to the charge of robbery and sentence was deferred until next Friday afternoon. The second accused, Chung San, pleaded not guilty to the same charge and to a further count of receiving stolen property. Mr. Hing Shing Lo (instructed by Messrs. Lyson and Hall) defended a fourth prisoner, Cheung Fat To, charged on a count of robbery only. Wong Hoi, the third accused, an amah, pleaded not guilty to aiding and abetting the robbery.

Outlining his case to the jury, Mr. Fitzroy recalled the robbery which took place on the afternoon of January 31, when five men came in and seized the old lady. At the time there were also in the house a grand-daughter, a daughter-in-law and an amah (in addition to the third accused) who would be called as witnesses. It was alleged that the accused amah admitted the robbery by opening the grill door on the ground floor and therefore acted in collusion with them. Counsel added that a considerable amount of property was stolen, most of it in gold jewellery, but very little had been recovered.

Mr. C. C. Perdue (A.S.P.) was the last witness called for the prosecution, and he gave evidence of proceedings at identification parades in the course of which he stated that Mrs. Wong Leung Shi was present at the first parade and picked out the second accused, also that this prisoner and the fourth accused were picked out by two women witnesses and the 12-year-old grand-daughter on subsequent occasions.

Further hearing was adjourned until Friday afternoon, Mr. Lo intimating that he had witnesses to call for the defence including the prisoner who pleaded guilty.

## "LATE AGAIN!"

— AND SO AM I!

Possibly the first of the above remarks were made by many taxpayers yesterday morning. And, no doubt, many clerks living in the vicinity of Kowloon Ferry felt justified in making the second remark in reply.

For the clock at Kowloon Railway Station had stopped at 8.35 and many hapless residents in the vicinity who can see the clock from their rooms, and who are in the habit of timing their departure to the office by it, were hopelessly late.

Once again one saw the amusing spectacle of people darting around the corner of the Peninsula Hotel in a desperate hurry, until they caught sight of the clock, when they pulled up suddenly, heaved a sigh of relief, and adjusted their watches by it.

## TO ATTACK KWANGSI.

HUNAN TROOPS TAKE THE OFFENSIVE.

(Wah Tai Yat Pao.)

SHANGHAI, April 23.

Ho Chien, the chairman of the Provincial Government of Hunan, has recently dispatched five divisions to attack Kwangsi, acting under the order of Chiang Kai Shek. These troops are now marching towards Kwangsi.

The expedition was joined by troops of Fan Sheng Seng who being loyal to the Central Government, placed themselves under the orders of General Ho.

General Ho has wired to Chu Pei Teh saying that Hunanese troops have left Kwangsi to attack Kwangsi. He asks for troops to take over the garrison.

## "Rebels" Re-instated.

SHANGHAI, April 23.

Chiang Kai Shek has reinstated Cheng Yu Hwai and Chang H Hsun, two leaders of the ex-Wuhan troops, who lately submitted to the Government forces. Cheng has been also appointed deputy for disbandment and reorganization affairs in western Hupei.

## "CLIPPETY-CLOP!"

OWNERS AND JOCKEYS DINE.

FAREWELL TO MR. T. L. WONG.

Fifty or sixty members of the Hong Kong Sports Club spent a happy evening on Monday when a dinner was held in the Club in honour of Mr. T. L. Wong, the well-known Chinese jockey, who sailed for Shanghai yesterday. The proceedings were quite informal and many warm tributes were paid by owners and fellow jockeys to Mr. Wong's skill and sportsmanship.

When waistcoats—and some wearers—were comfortably tight, the President, Mr. H. H. Priestley, spoke of Mr. Wong's capabilities as a rider. He even went further and confessed to a personal habit of rising before six o'clock every morning to watch Mr. Wong "train" in the form of five mile sprints.

Jay suggested—*sotto voce*—that if Mr. Priestley ever developed that form of exercise, he and our sprinting jockey would make excellent partners in the rig of a fancy dress horse. At any rate, Jay observed bitterly that he would rather put his shirt on them than on the pony he backed the other day.

## Ride to Win.

When he could get in another word, the President continued his remarks and said that Mr. Wong had always been a credit to the sport and he hoped he would meet with as much success on the turf in Shanghai as he had done here. (Applause.)

Mr. H. Seth then rose to the occasion and proposed the health of Mr. Wong, who, he said, embodied his idea of what a true sportsman should be. He never went in for a race without the intention of winning and he advised all local jockeys to adopt that spirit.

"Give the public his chance by riding to win," he concluded.

"Hear, hear!" applauded Jay, still thinking of his lost shirt.

The toast was accorded musical honours.

In reply, Mr. Wong thanked the members for their presence. He felt highly honoured to think that the Club held him in such esteem. He would carry away with him many happy memories of friends and associations in Hong Kong and hoped that he would meet many of his friends in Shanghai during the racing season. (Applause.)

Mr. Ezra Abraham (a popular figure at the Club) thanked the officials for the organization of the gathering at such short notice. He hoped that, in the near future, a bridge tournament would be arranged between the Sports Club and the Kowloon Cricket Club. (Hear, hear.)

Mr. Ho Leung, the genial vice-president of the Club, spoke in praise of Mr. Wong's skill as a jockey and Mr. H. C. Lee, the hon. sec., said how sorry they were to be losing the "star" Chinese rider.

Mr. Chan congratulated the jockey upon having won with his pony, Winsome Stag.

## Over Weight.

Mr. C. M. Alves, the handicapper, asserted that perhaps he says not a popular man with the jockeys. (Laughter.) Yet he seldom had any complaint to make as the handicappers were properly arrived at and allotted and quite frequently jockeys weighed in over weight.

Mr. J. Gubbay considered the Sports Club essential to the Colony and expressed thanks to Mr. Priestley for personal efforts he had made with regard to the organization of the Club. It was regrettable that there were not more foreign members of the Club as it was a Sports Club in the best sense of the term. He hoped the organization would increase in numbers shortly.

Dr. Wong also made public farewell to the jockey.

The aluminium horse-shoes which decorated the table were presented to Mr. Wong as souvenirs. Acting upon a suggestion made by Mr. Seth, the jockey was "decorated" with them as a reminder of the many races he had won in the Colony.

There was one shoe short, though. Jay put one in his pocket when nobody was looking. As he afterwards remarked, by the time he had "collected" another three and "borrowed" a pony, he would be ready to lead the field.

Later, he cajoled a pair of spurs from some mysterious source and was "wheeled" triumphantly home to his hotel!

"Early Bird" missed the worm but arrived in time to say goodbye to Mr. Wong.

"RAMBLER."

## THE TREASURY CASE.

NO DOUBT OF TSANG'S HONESTY.

IMPLIED AGREEMENTS BETWEEN BANK AND CUSTOMER.

A \$260,000 CLAIM.

Mr. Eldon Potter continued his opening address to the jury when the Court resumed yesterday morning. He went on to speak of the conduct of the Treasury and said Treasury employees were always trustworthy until the arrival of Carvalho Yeo, he being the one black sheep of the staff.

The employees' duties were such as to take them to the safe and he would submit that there was no ground for anyone to assume that employees were going to be dishonest. Therefore they were entitled to leave the cheque book in the safe with the door open.

## Unblemished Character.

During business hours, the cheque book was kept on Tsang On Wing's desk. During the tiffin interval it was also on his desk but an Indian constable was on duty in the Treasury so there was no possibility of a stranger getting access to the book or having an opportunity of stealing cheques from it.

Tsang On Wing had thirteen years of unblemished service in the Treasury, and counsel would submit that there was no evidence of negligence in the conduct of the Treasury.

Mr. Potter said it was suggested that the customer of a bank had certain responsibilities with regard to "unusual, irregular or suspicious occurrences." If a man found that half a dozen cheques had been extracted from his cheque book counsel should not say that the customer should not ring up the bank and give warning, but there was no contract to do so.

If such a duty as this was compulsory upon the customer, then he would be in the difficult position of having to make up his mind as to what was "an unusual, irregular or suspicious occurrence."

## Duty of Customer.

The statement of defence said that following the receipt of the cheque book in December 1927 it had been discovered by the Government, or, but for their negligence should have been discovered, that an occurrence of an unusual character had taken place. The serial number of the cheque book was stated to have been wrongfully and fraudulently altered and really meant that Tsang On Wing knew that the cheque book cover had not only been altered but wrongly and fraudulently altered.

It was also stated in the statement of defence that thirty cheques with their counterfoils had been fraudulently extracted from the cheque book, the three forged cheques forming part of the thirty. It was also said that Tsang On Wing knew on December 22, 1927, that the cheques were missing.

## "Having it Both Ways."

Mr. Potter said if that allegation was true then Tsang On Wing knew that the cheques had been wrongfully and fraudulently extracted and there could be no doubt that he was in the conspiracy. It was impossible for the Bank to have it both ways.

## SQUEEZE.

ALLEGATIONS AGAINST CONSTABLES.

HAWKERS AND HOLLYWOOD ROAD.

Before Major C. Willson yesterday four Chinese hawkers were charged with complicity in a scheme whereby certain officers of the Hawkers' Department of the Police force were enabled to extort "squeezes."

All four men pleaded guilty. Chief Detective Inspector Reynolds prosecuting, said that the four defendants were arrested in Hollywood Road. They set out different parts of the road every Saturday night, when hawkers, licensed and unlicensed, came along and paid a weekly sum to these agents.

Licensed hawkers paid eighty cents each and unlicensed ones as much as \$1. On payment of these sums, their names and license numbers were taken and they were given a password for the following week and if they should be apprehended at any time during that week, they had only to give the password to render themselves immune from arrest.

Apparently, said the C.D.I., the defendants received ten per cent. of the total amounts collected which in some weeks amounted to \$50 each week.

Major Willson: What about the constables?

C. D. I. Reynolds: The constables concerned have absconded and warrants have been issued. In the event of arrest and a charge laid against them the present defendants may be called to give evidence.

His Worship: In that case, I had better defer sentence for one week.

It was not the Government's case that Tsang On Wing was a dishonest man and, therefore, they were relieved of all these allegations.

If he knew that the cheques had been extracted he must also have known that when the loss was discovered he would be the first man called upon for an explanation.

Mr. Potter also said that if Tsang On Wing had been in the conspiracy he would have destroyed the covers of the cheque books but he found them when a search was made. Counsel went on to say that by the defence that the Government undertook that no cheques should be permitted to get into the hands of strangers—that cheque books should be kept locked up in a place of security. It would be a serious matter for the customer if he did undertake that duty.

## Absurdity.

Mr. Potter pointed out that when this point had been raised in various courts of law it had been treated as "the high-water mark of absurdity." It had been held that no such duty was imposed on the customer. Counsel said the defence would rely on the notice printed on the cover of cheque books. He ventured to say that was a common form of notice—a caution which had never yet been held as a legal contract.

It came as a surprise that a great institution like the Hong Kong and Shanghai Banking Corporation would say that such a notice constituted a promise that the customer would do these things.

## Mr. Black's Evidence.

Mr. Thomas Black said he was an accountant in the Colonial Treasury.

Spent or cancelled cheques were pasted on to the counterfoils where they were kept. Up to January 18, 1928, he had not heard of any lost cheque forms and he had not stopped payment of any cheque because of lost forms. He had, however, stopped payment on occasions when a payee had reported the loss of a cheque. On those occasions he gave the Bank no reason for stopping payment.

## "Clever Forgeries."

With regard to the three cheques mentioned in the case, witness had no doubt that they were forgeries on account of three outstanding points of difference in the handwriting. Witness had examined 6,404 cheques and had found no others bearing certain of these characteristics: although the handwriting in the body of the cheque was a good imitation.

The forgery of his own signature was "quite good" and the best he had ever seen.

Mr. Sheldon: Why? Have you had a case of forgery before?

Witness: Yes, in Ceylon. The forged cheque was paid by the bank although the forgery was not so clever as in this case.

Have you the slightest doubt that Mr. Meser's signature on these cheques has been forged?—No.

At this stage, the case was adjourned until this morning.

The Man who likes to be not merely in the fashion but right on top of it, will appreciate this—



Be careful to order in accord with the size of the collar worn.

LANE, CRAWFORD, LTD.



PERCY PITT CONDUCTING

THE NEW QUEEN'S HALL ORCHESTRA

9304—AIDA ... SELECTION

9305—TOSCA ... "

9307—BOHEME ... "

9125—CARMEN ... "

The ANDERSON MUSIC Co., Ltd.

A non-leaking and permanent roof is guaranteed by ordering & using

# ROK ROOFING

Used in all climates, and in all parts of the world for Shipyards, Aerodromes, Railways, Iron and Chemical Works, Bungalows, etc.

Manufactured in Great Britain, and guaranteed the Most Permanent Roofing obtainable.

Full particulars from Sole Agents—

JARDINE ENGINEERING CORPORATION, LTD.

Pedder Street, Hong Kong

Tel. Address: "JARDENG"

Phone C. 3831. [A.P.B.]



## NEW ADVERTISEMENTS.

BRITISH LEGION  
AND  
EX-ACTIVE SERVICE MEN'S  
ASSOCIATION.

ALL Ex-Service Men who wish to attend at the Official Landing of H.B.E. THE DUKE OF GLOUCESTER at QUEEN'S PIER will assemble at 10.45 A.M. THURSDAY, 25th APRIL, in front of the Office of the GENERAL ELECTRIC COMPANY, QUEEN'S BUILDING, CONNAUGHT ROAD CENTRAL. Civilian Dress with Decorations. [7691]

## G. R. NOTICE.

THE PUBLIC ARE HEREBY NOTIFIED of the following TRAFFIC ARRANGEMENTS which will be ENFORCED during the LANDING of H.B.E. THE DUKE OF GLOUCESTER on THURSDAY, 25th APRIL, at QUEEN'S PIER, on the H.K. CRICKET CLUB GROUND on the 25th INST.

- 1.—CONNAUGHT ROAD CENTRAL. From PADDEN STREET to JACKSON ROAD will be Entirely CLOSED From 10.00 A.M. to 11.30 A.M. VEHICULAR TRAFFIC will Proceed Via DES VOEUX ROAD CENTRAL.
- 2.—QUEEN'S ROAD CENTRAL. From GARDEN ROAD to JACKSON ROAD will be Entirely CLOSED to VEHICULAR TRAFFIC (Except Tram Cars) From 11 A.M. to 12 NOON.
- 3.—WEST BOUND TRAFFIC will be DIVERTED by WAY of MURRAY and CHATER ROADS. EAST BOUND TRAFFIC From QUEEN'S ROAD CENTRAL by WAY of PADDEN STREET, CHATER ROAD and MURRAY ROAD.
- 4.—NO MOTOR CARS will be Permitted to Park in CITY HALL SQUARE, STATUE SQUARE, WARDLEY STREET and CHATER ROAD From 10.00 A.M. to 12 NOON.
- 5.—GUESTS invited to Attend at QUEEN'S PIER on 25/4/29 will Proceed by Way of MURRAY ROAD and CONNAUGHT ROAD CENTRAL to the HONG KONG CLUB where they will Alight and Walk to the PIER. CARS to be Parked in CONNAUGHT ROAD CENTRAL EAST of the HONG KONG CLUB.
- 6.—At the Conclusion of the Reception on the Pier, the Guests will Walk to the CITY HALL by Way of STATUE SQUARE and WARDLEY STREET.
- 7.—At 11.30 A.M. the CARS Parked in CONNAUGHT ROAD CENTRAL East of HONG KONG CLUB may be Allowed to Proceed to WARDLEY STREET and STATUE SQUARE.
- 8.—NO BUS TRAFFIC will be Permitted WEST of GARDEN ROAD Between 10.45 A.M. and 11.30 A.M.
- 9.—TRAFFIC Proceeding To and From the UPPER LEVELS Between 10.30 and 12.30 will be DIVERTED by WAY of ICE HOUSE STREET, LIZARD ALBERT ROAD, WARDLEY STREET and ASBESTHOS ROAD, and Vice Versa.
- 10.—WARDLEY STREET Between QUEEN'S ROAD CENTRAL and DES VOEUX ROAD CENTRAL will be Entirely CLOSED to TRAFFIC Between 10.30 and 12.30 Hours, Except for Parking as in Para. 4.
- 11.—KENNEDY ROAD will be Entirely CLOSED to VEHICULAR TRAFFIC From 4 P.M. to 6.30 P.M.

FRIDAY 26th INST.  
RECEPTION AT THE HONG  
KONG CRICKET GROUND.

- 1.—GUESTS Arriving from the West of JACKSON ROAD will Enter the CRICKET GROUND by the GATE in QUEEN'S ROAD CENTRAL.
- 2.—GUESTS Arriving from GARDEN ROAD and From East of MURRAY ROAD will Enter by the GATE in MURRAY ROAD.
- 3.—EXIT will be by Gate in QUEEN'S ROAD CENTRAL and MURRAY ROAD. CARS will Not be Allowed to Approach the GATE in QUEEN'S ROAD CENTRAL to Pick up Owners or Passengers.
- 4.—CARS will be Parked in CHATER ROAD, JACKSON ROAD Outside HONG KONG CLUB, and CONNAUGHT ROAD Near the V.B.C.
- 5.—CONNAUGHT ROAD CENTRAL East of STAR FERRY and CHATER ROAD East of QUEEN'S STATUE will be CLOSED to VEHICULAR TRAFFIC Between 3.30 and 5 P.M.
- 6.—TRAFFIC will Proceed Via PADDEN STREET and DES VOEUX ROAD CENTRAL.

T. H. KING,  
Capt. Supt. of Police.  
Hong Kong, Apr. 22nd, 1929. [7696]

HONG KONG AND SHANGHAI  
BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that Provisional Certificate No. 57/1163 dated Hong Kong, 20th FEBRUARY, 1929, for One Share Numbered 131473 in the Name of LO WING CHUN, Provisional Certificate No. 57/1163 dated Hong Kong, 20th FEBRUARY, 1929, for One Share Numbered 181473 in the Name of LO WING CHEONG and Certificate No. 5/NS 10962 dated Hong Kong, 21st DECEMBER, 1926, for One Share Numbered 103008 in the Name of GERARDUS WOODENBERG, have been LOST or STOLEN, and should these Certificates not be produced to the Bank before the 10th MAY, 1929, New Certificates for the Shares will be issued and the said Certificates Provisional No. 57/1163, Provisional No. 57/1163 and No. 5/NS 10962 will be thereafter treated by this Corporation as Null and Void.

By Order of the Court of Directors,  
A. C. HYNES,  
Chief Manager.  
Hong Kong, 10th Apr. 1929. [7693]

## INTIMATIONS.

## G. R. NOTICE.

HONG KONG AND KOWLOON  
WATER SUPPLY.

THE Quantity of Water in the Storage Reservoirs has fallen so low that Further Restrictive Measures are under consideration, and should an adequate Rainfall not occur before the End of APRIL the WATER SUPPLY in HONG KONG and KOWLOON will be CUT OFF DAILY Between the Hours of 6 P.M. and 6 A.M. from the 1st MAY.

The Most Rigid Economy in the Consumption of Water is Now Essential, and the Co-operation of the Public in Preventing Waste is Again Earnestly Requested.

HAROLD T. ORRASY,  
Public Works Dept.,  
Hong Kong, 19th Apr. 1929. [7674]

HONG KONG CLUB.  
NOTICE.

ON the Occasion of the Landing of H.B.E. THE DUKE OF GLOUCESTER, on THURSDAY, 25th APRIL, the VERANDAHS of the Club will be OPENED to Wives of Members and Service Members and their Lady Friends Only, from 10 A.M. to 12 NOON.

By Order,  
T. A. ROBERTSON, Lt. Col.,  
Secretary.  
Hong Kong, 22nd Apr. 1929. [7679]

HONG KONG POLO CLUB.  
NOTICE.

MEMBERS are asked to note that Play will begin at 4.45 P.M. on THURSDAY, APRIL 25th.

A Special Tea will be served and by Permission of Lt. Col. LITTLE and Officers the Band of the 1st Battalion, THE SOMERSET LIGHT INFANTRY will Play.

## HONG KONG JOCKEY CLUB.

THE FOURTH EXTRA RACE MEETING will be held (Weather Permitting) at HARRY VALLEY on SATURDAY, 27th APRIL, 1929, Commencing at 2.30 P.M.

The First Bell will be rung at 2 P.M.

The Charge for Admission to the Public Enclosure will be \$1.00 for all Persons including Ladies.

Soldiers and Sailors in Uniform Half Price.

Members are advised that they must show their Badges to obtain Admission to the Members' Enclosure.

Each Member has the right to introduce 2 Non-members to the Members' Enclosure, Tickets for whom can be obtained from Messrs. LINDSAY & DAVIS, at \$5.00 Each Up to FRIDAY, 25th APRIL, 1929.

The Charge for Admission for Ladies to the Members' Enclosure will be \$2.00.

Each Member can obtain, upon Application to the SECRETARY, Badges for Admission of 2 Ladies Free of Charge.

Bookmakers, "The Two Men," etc., will not be permitted to operate within the Precincts of the Hong Kong Jockey Club during Race Meetings.

NO CHILDREN ALLOWED IN EITHER ENCLOSURE ON ANY PRETEXT. [7681]

DOUGLAS STEAMSHIP CO.,  
LIMITED.

THE ORDINARY GENERAL MEETING of this above Company will be held at the Company's Office, P. & O. BUILDING, on MONDAY, 29th OF APRIL, 1929, at 11 A.M.

THE TRANSFER BOOKS of the Company will be CLOSED from the 25th OF APRIL to 29th OF APRIL, Both Days inclusive.

DOUGLAS, LAPRAIK & CO.,  
General Managers. [7681]

CHINA UNDERWRITERS,  
LIMITED.

## NOTICE OF REMOVAL.

ON and From MONDAY, 29th APRIL, 1929, Our Offices will be Removed to:  
HONG KONG BANK BUILDING  
(4th FLOOR),  
41, DES VOEUX ROAD CENTRAL.

HERBERT R. STURT,  
Manager.  
Hong Kong, 22nd Apr. 1929. [7677]

## BRAEMAR TERRACE.

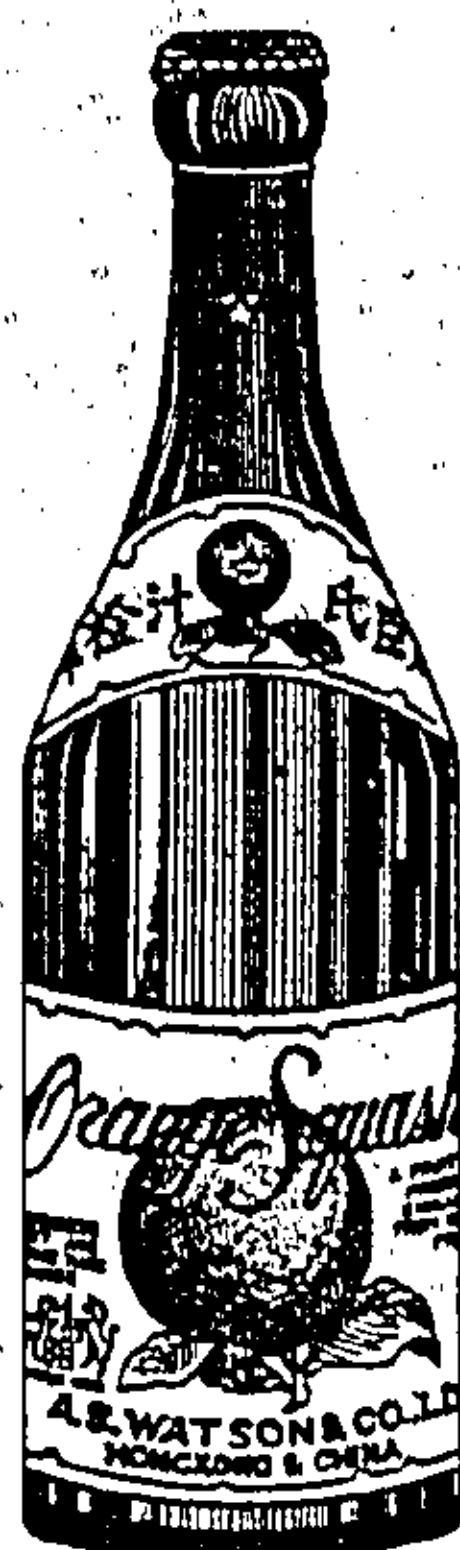
A FEW  
THREE ROOMED  
UNFURNISHEDMODERN EUROPEAN FLATS.  
AVAILABLE NOW.

## EVERYTHING UP-TO-DATE.

MOTOR ROAD to the FLATS will be completed Soon.

RENTAL (Including Rates, Taxes and Water)—\$110 MONTHLY.

Apply—  
Messrs. BUTTERFIELD & SWIRE,  
SUGAR BOOK OFFICE.  
[7629]

ORANGE  
SQUASH

Made from

## CALIFORNIAN ORANGES

This Squash is made from  
Ripe Fruit; Pure Cane  
Sugar and Aerated Water  
only is added, resulting in  
a Perfect Beverage.

A. S. WATSON & Co.,  
LIMITED.

ABBATED WATER MANUFACTURERS.

TEL. C. 436. TEL. C. 436.

[50]

## TO INVESTORS.

VALUABLE site FOR SALE on NEW PRATA RECLAMATION LAND. Submit Offers to Box No. 7670, c/o Hong Kong Daily Press. [7670]

WHY Continue to suffer when POO ON HERBS are within your reach—Pimples, Catarrh, Asthma, Bronchitis, Cough, Constipation, Diabetes, Dropsy, Rheumatism, and many other Diseases. No Drugs, Purely Chinese Herbs.

POO ON HERBS CO.,  
68, QUEEN'S ROAD CENTRAL, 1st FLOOR.  
TEL. C. 5009.

## SITUATION VACANT.

WANTED—CHINESE MALE with knowledge of Stenography. Reply: The SECRETARY, P.O. Box 22. [7681]

WANTED—Lady Stenographer. BRITISH, for Six Months. Must be absolutely expert. Reply: The SECRETARY, P.O. Box 22. [7682]

WANTED—Young Lady, BRITISH, Good Knowledge of shorthand and Preferably Experience of Cables. Reply: The SECRETARY, P.O. Box 22. [7683]

## AGENCIES.

The London Office of the HONG KONG DAILY PRESS, 21, BRIDE LANE, E.C.4, is constantly receiving Enquiries from Home Manufacturers regarding Suitable Firms to act as Agents for their products in Hong Kong and South China.

If Local Companies desirous of taking up further Agencies will let us know the Lines in which they are interested the information will be forwarded to London and passed on to interested parties as opportunity offers.

This Service is offered to our Readers without charge and of course no obligation is incurred on either side.

The Required Information should be sent to the  
HONG KONG DAILY PRESS, LTD.,  
11, LIZ HOUSE STREET,  
Hong Kong.

## WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 3.15 p.m., stated:—

The anticyclone continues to move eastward and is now central to the S.W. of Tokyo. The continental depression is approaching the N. of Korea. Fresh to moderate monsoon may be expected over the N. China Sea.

Local Forecast:—East winds, moderate, cloudy, some drizzle or mist.

Editorial and Business Offices: 11, Ice House Street. Tel. Central 12.

Night Editor (Wanchai Office): Tel. Central 4511.

London Office: 21, Bride Lane, Fleet Street, E.C.4.

## The Daily Press.

HONG KONG, APRIL 24, 1929.

## THE AMERICAN TARIFF.

AUSTRALIA has lost no time in making protest against the proposed revision of the United States tariff for the better protection of American agricultural interests. Whether that protest will be of much or any avail remains to be seen, but the situation is an interesting one, demonstrating once more the curious conflict of interests which inevitably arises in any attempt to protect industry. Australia jealously protect her own "infant" industries, even against English manufactures, and her agriculturalists are also protected against "unfair" competition. This protection is precisely what the American farmer wants—just that, and nothing more. It is what every trade and industry asks for—defence against "unfair" rivals, but the question of fairness is a very difficult one to decide.

The producer in Patagonia considers it only fair that he should send his surplus produce to the consumer in the Cameroons, but a farmer in the latter territory complains that Patagonian imports prevent him earning a honest livelihood, and so the trouble starts. In the United States there is an agitation for tariff revision to assist the farmer, and discussion of the plan is having some very interesting reaction.

"An adequate tariff is the foundation of farm relief. I would use my office and influence to give the farmer the full benefit of our historic tariff policy." These words of Mr. Hoover, uttered in his acceptance address, gave approval and motive to the effort at tariff revision expected from the special session of Congress now sitting at Washington. They were, in effect, a notification to the country that President Hoover recognised inequalities in the tariff structure, which he would seek to correct. In the course of the most exhaustive tariff hearings ever held before Congress, at which over 1,000 witnesses appeared, representatives of all industrial groups made representations to ensure that the tariff revision would not unduly benefit the farmers at the expense of industry. Pleading for low duties or even free entrance of industrial raw products, and for increased protection on finished manufactured articles, the manufacturers' groups further sought to strengthen their position by favouring American instead of foreign valuation as a basis for the application of *ad valorem* duties. With the American valuation, the appraised value will be that at which goods of corresponding nature, kind and quality are sold by American manufacturers. This appraisal admittedly would be higher in practically every case. If accepted, it would mean a generally higher level of protection for manufactured goods without any change in the actual rates of duty.

There is a basic conflict of interest on practically every one of the important agricultural commodities for which increased protection has been asked. The Western live-stock men want duties on hides, now on the free list, as high as 45 per cent. *ad valorem*. This has been opposed by the boot and shoe manufacturers of New England. They insist that if there is to be a duty on hides, there also shall be a duty on shoes. The leather tanners also demand protection all along the line. The hides schedule may prove the most controversial of the entire Bill. The wool-growers want from 36 to 40 cents per pound on clean wool as compared with the present duty of 31 cents per pound. They are willing to accept a slight reduction on low-grade wools, which are produced in small quantities in the United States. The woollen textile manufacturers want higher protection on high-grade textiles, and ardently want the American valuation plan.

The corn farmers want 30 cents per bushel duty instead of the present 15 cent rate. Their request seems likely to be granted, but may be of minor advantage to the farmers since the imports amount only to from one million to five million bushels per year, compared with a domestic production of three million bushels. The stock farmers urge higher protection on fresh and

canned meats, and made a strong case before the House Ways and Means committee for such an increase. The effect on fresh beef would be slight, as imports already are virtually embargoed as a consequence of the foot-and-mouth disease quarantines against most countries. The long-staple cotton farmers of the Mississippi Delta, California, and Arizona have made a drive for duties on this commodity, now on the free list. This movement is resisted by tyre manufacturers who want the imported long-staple for tyre fabric, and by thread manufacturers who claim that Egyptian cotton is indispensable for thread-making. Flaxseed producers of the North-west want considerably higher duties, which are resisted by Eastern paint and varnish manufacturers, who import most of their requirements from Argentina.

Milk producers want higher duties on casein, a powdered product of skimmed milk, but their claims are fought by Eastern manufacturers of condensed milk, of which casein is an important constituent. Cotton farmers are trying to get duties against jute, of which one million pounds is imported annually from India, but their claims have been countered by manufacturers of carpet and burlap and cotton-bagging. Vegetable growers of all sections of the country have appealed for increased protection, on practically every product in this category. The onion-growers represent particularly distressed conditions, due to competition from Egypt, Spain, and Holland. Tomato-growers are worried about heavy early-season imports from the west coast of Mexico. Southern producers of Patna rice want this product on the dutiable list. Manufacturers of canned soup say the Patna rice, which comes from India, is necessary for soup making, as it still remains solid after cooking. Cottonseed-oil producers and dairymen are making a terrific drive against imports of coconut oil, said to be substituted for cottonseed oil in soap making, and for butterfat in oleomargarine and butter substitutes. Soap manufacturers counter with a thrust for higher prices on soap, and the oleomargarine manufacturers say that poor men who cannot afford butter will pay more for the margarine. Western potato-starch producers want to block imports of tapioca and other starch products. Eastern textile men want tapioca duty-free for industrial purposes. Thus in practically every agricultural commodity, a conflict of agricultural and industrial interests has been revealed, and there is every reason to expect a keen struggle in Congress as the Bill is evolved.

## News and Views.

Mr. W. B. Finnigan, Registrar of the Hong Kong University is to distribute the prizes to students of the Dockin English School on Saturday evening.

Mr. A. H. Crook, head master of Queen's College, is leaving shortly for Java to represent Hong Kong at the fourth Pan-Pacific conference of scientists.

The total output of the Kailash Mining Administration's mines for the week ending April 6 amounted to 103,998 tons, and the sales during the period to 127,461 tons.

The marriage of Miss Louise Gill and Mr. A. M. B. da Rocha, will take place at the Rosary Church, Kowloon, to-day at 4.30 p.m. and not 3.30 p.m. as previously stated.

The annual general meeting of the Society for the Prevention of Cruelty to Animals, will be held in the Board room of Messrs. Jardine, Matheson & Co., Ltd., on April 25 at 5.15 p.m.

While attempting to alight from a tram-car while in motion in Connaught Road near Wing Lok Street yesterday, an unknown Chinese woman fractured her skull. She died shortly after removal to hospital.

Mr. M. K. Lo the well-known local solicitor and Chairman of the Directors of the Tung Wah Hospital is to be nominated to the vacancy on the Sanitary Board caused by The Hon. Dr. Tao, O.B.E. resigning on being appointed to the Legislative Council.

Two Czechoslovakians, Mr. Bohumil Fospisil and Mr. Joseph Hubl, have arrived in Hong Kong from Haiphong in an attempt to break the world's globe-trotting record of 25,000 miles by covering 62,600 miles, crossing all the continents. They started from Prague two and a half years ago, and have already covered 50,000 miles, passing through Europe, Asia and the South Seas. Unlike many other globe-trotters, who usually pass along the most frequented tourist points, these young men are full of the spirit of adventure, searching for—rather than avoiding—dangerous places in their travels. The two travellers are staying here for some days before sailing for America. Mr. Fospisil is an experienced lecturer, and anyone wishing to arrange a public recital of their adventures can do so by communicating with him at the Y.M.C.A. Kowloon.

Owing to the visit of the Duke of Gloucester, the General Committee meeting of the New Territories Agricultural Show to be held on April 27, has been postponed until May 11 at 2.45 p.m. at Tung Ying Ho Po (Sir Robert Ho Tung's experimental farm) at Sheungshui.

The Royal Sovereign, one of the most popular steamers of the fleet which during the summer months leave London for the Kent and Essex seaside resorts, was sold by auction for £2,500. Her sister ship, the London Belle, Southend Belle, Yarmouth Belle, and Clacton Belle, were withdrawn from the sale on account of low bidding, and will be sold privately.

The time is ripe for some genius to invent waterproof theatrical make-up. The new show at the Folies Bergere, Paris, has a lake on the stage under which some actors and dancers must disappear, but the immersion was washed out into their eyes, and several actors in the hands of the theatre's physician for treatment. The doctor suggests they must either take the water out of the lake or leave the make-up off their eyes.

Chinese merchants in the Philippines are apparently due for fresh accusations of hoarding. The silver peso is a coin infrequently seen in the Islands, and Filipinos declare that this is because most of the pesos are kept safely hidden by Chinese retail shop-keepers, who send them home to China. Now the silver peso will be even more scarce, but the real reason will be that the Philippine Government has started to manufacture 1,000,000 ten-centavo pieces from old one-peso pieces.

The old Olympia, which for decades graced the Boulevard de la Madeleine, Paris, is undergoing a change. It will be rebuilt into a modern cinema theatre, but the "restaurant" downstairs will be retained, and probably the large and long bar, which so many soldiers knew during and after the war, will be made even longer. One of the disadvantages of this bar is that on leaving, one had to climb stairs, but there have been times when perhaps it was better to fall up than down.

## An American on China.

A gloomy picture of present-day conditions in China was painted by Mr. Charles A. Dailey, a Peking newspaper correspondent, in an address before the Manila Rotary Club. Mr. Dailey said that the success of the National Government is doubtful because in his view it is little different from its predecessors, and treachery will at last bring its end. No satisfactory Government will be in sight for years, trouble may be expected indefinitely, all Chinese leaders have their price, and the people lack sufficient patriotism to ensure peace. With reference to trouble in the Philippines concerning the Chinese boycott of Japanese goods, Mr. Dailey recommended that Chinese and Japanese disturbers be expelled from the country until they were ready to keep quiet. Vigorous protest against this speech has been made by officials and members of the Chinese Chamber of Commerce and the Anti-Japanese Boycott Association.

Mr. Dailey is accused of undue prejudice against the Chinese, and special exception was taken to his allegation that all Chinese leaders were open to bribery. Referring to Mr. Dailey's statement that there is no true Government of China, Mr. John E. Goo, secretary of the Manila Chinese Chamber of Commerce, declared it to be unthinkable that the United States would recognise a non-existent Government.

## Japanese Mission to Britain.

A few days ago Dr. Idokki, Minister of the Imperial Household Department, was received in audience by the Emperor of Japan, to receive Imperial sanction of the betrothal of Prince Takamatsu to Miss Kikuko Tokugawa. The betrothal is now formally announced, and a wireless message to that effect was sent to Prince Takamatsu, who is at present on duty as second lieutenant on the battle-cruiser Haruna. Prince Takamatsu, younger brother of the Emperor, last year went on a cruise to Hong Kong and to Australian waters with the training ships Idzumi and Yakumo, serving as second lieutenant on the latter. The ships met with a most enthusiastic reception at all the ports visited, and the Prince won golden opinions everywhere by his modest and unassuming behaviour. Particularly he was praised for heroically jumping overboard to save a bluejacket who had fallen into the water whilst the Yakumo was entering Melbourne. Miss Kikuko Tokugawa is grand-daughter of the late Prince Keikyu Tokugawa, "the last of the Shoguns," and sister of the present Prince Keiko Tokugawa. She is 19 years old, and of a charming personality and disposition. The wedding will take place some time next year, and it is understood that Prince Takamatsu will be entrusted by his brother, the Emperor, with a mission to return to the forthcoming visit to Japan of Prince Henry, the Duke of Gloucester, with the Garter Mission.

## THE ROYAL VISIT.

THE PROGRAMME IN  
DETAIL.

## THURSDAY.

10 a.m., Thursday, April 25. His Royal Highness and Suite will arrive on the s.s. Morea which will tie up at No. A1 Commercial Buoy.

At 10.25 a.m. His Excellency accompanied by his staff will leave Government House and motor to Queen's Pier where His Excellency will embark on the launch Britannia and proceed to s.s. Morea to pay an official call on His Royal Highness. His Excellency accompanied by Capt. Sillitoe will leave s.s. Morea at 10.45 a.m. and return to Queen's Pier.

Queen's Pier and City Hall. At 10.55 His Royal Highness and party accompanied by Capt. Whyte will leave s.s. Morea in the launch Lila and proceed to Queen's Pier for the official landing. At Queen's Pier there will be present to welcome His Royal Highness, His Excellency and staff, members of Executive and Legislative Councils, representative Officers of the Royal Navy, Army and Royal Air Force, and representatives of the Chinese Community.

After meeting these gentlemen His Royal Highness will inspect a Guard of Honour provided by the Somerset Light Infantry. After this the party will drive to the City Hall via Connaught Road Central, Connaught Road West, Hill Road, Queen's Road West, Queen's Road Central, City Hall. On arrival at the City Hall His Royal Highness will inspect the Guard of Honour provided by the R.O.S.B., and after this will proceed to the stage at the Theatre Royal for the Presentation of Addresses.

## Addresses From British and Chinese Communities.

The presentation of the address from the English Community will be made by the Hon. Sir Henry Pollock and that of the Chinese Community by the Hon. Sir Shek-shon Chow. In all probability His Royal Highness will reply to these addresses.

At the conclusion of this ceremony His Royal Highness and party accompanied by His Excellency and party will drive to Government House via Queen's Road Central, Garden and Upper Albert Road. This route will be lined by troops and on arrival at Government House, His Royal Highness will inspect detachments of Girl Guides, St. John's Ambulance Brigade and Boy Scouts.

At 1 p.m. a luncheon party will be held at Government House.

At 4.40 p.m. His Royal Highness will leave for the Polo Club where he will play four or five chukkas.

At 8.15 p.m. there will be an official dinner at Government House.

This concludes the programme for April 25, 1929.

## FRIDAY.

## Golf and Garden Party.

On the morning of April 26, His Royal Highness will proceed to Fanling to play golf, leaving Government House at 9 a.m. and driving to Fanling via Tung by car. Members of the Royal Hong Kong Golf Club have been asked to play with His Royal Highness and Suite. The party will have luncheon at the Club House, Fanling, and at the conclusion of this will return to Kowloon via Castle Peak, arriving at Government House about 3.30 p.m.

At 4.30 p.m. His Royal Highness accompanied by His Excellency the Governor and their respective staffs will proceed to the Hong Kong Cricket Club for a reception. The party will motor via Upper Albert Road, Garden Road, Queen's Road and Jackson Road. At the entrance of the Hong Kong Cricket Club the party will be met by the Chairman and members of the Committee of the Hong Kong Cricket Club. The party will then proceed to the Royal enclosure. During the reception the band and pipes of the R.O.S.B. will play. At the conclusion of the reception His Royal Highness and party will return to Government House.

At 8 p.m. the party will leave Government House for the Peninsula Hotel to attend a dinner given by the Hong Kong General Chamber of Commerce and China Association.

This concludes the programme for Friday, April 26.

## SATURDAY.

## Time at West Point.

At 12.30 p.m. on Saturday the party will leave Government House for Kam Ling Restaurant. This luncheon is being given by the Chinese Chamber of Commerce. After luncheon the official party will return to Government House and at 3.40 p.m. will leave Government House and proceed to Queen's Pier via Garden Road, Queen's Road, Jackson Road and Connaught Road, for the official farewell.

Farewell. On this occasion the Guard of Honour will be provided by the 3/15 Punjab Regiment. After inspecting the Guard of Honour, His Royal Highness will say good-bye to members of both Councils and representatives from the Royal Navy, Army and Royal Air Force and the Chinese Community. After this His Royal Highness and party will leave in the launch Britannia for H.M.S. Suffolk which will sail from Hong Kong at 4 p.m.



## U.S. DISARMAMENT PROPOSALS.

BRITISH DELEGATE'S FRIENDLY REPLY.

KEEN SATISFACTION IN LONDON.

## JAPAN'S CAUTIOUS ATTITUDE.

[BRITISH WIRELESS SERVICE.]

Rugby, April 22.

At a meeting of the Preparatory Committee on disarmament at Geneva in reply to a statement made by Mr. Hugh Gibson, the United States delegate, Lord Cushenden, British delegate, said while it was impossible to deal adequately at this moment with the declaration, it struck him as being so important that he would make one or two observations upon it without delay.

No-one could fail to have been struck with the friendly, conciliatory and helpful spirit of the declaration, and he would say it was in that spirit that the British Government desired to approach this very complicated and difficult question. He could not commit himself at present to any specific proposition, but as far as any general principle was concerned, there was nothing Mr. Gibson had said with which he could not express agreement.

He welcomed particularly Mr. Gibson's allusion to the Kellogg Pact, adding "having had the personal privilege of signing that great instrument on behalf of the British Government, I certainly am not disposed to belittle its importance. I believe it is most profoundly important with regard to the whole outlook of the world."

## World Security.

"I believe the signing of the Kellogg Pact has done more to promote the security of the world on which disarmament must proceed than any other event. I do not think it has even yet fully realized how important it is."

In regard to Gibson's statement that in naval matters the United States desired not only limitation but reduction, Lord Cushenden said that was also the desire of the British Government, which, like the United States, desired limitation and reduction to be applied to all classes of vessels.

"If in some negotiations we have provisionally, at all events, consented to a scheme of reduction which left any classes of vessels outside, that was not because we considered that the ideal solution of the problem, but merely because, in the interests of agreement, we were willing to forego some part of our ideal in order to get agreement upon others. We have never concealed the fact that we desire, if we can get agreement upon it, limitation and reduction as applied to all classes of vessels."

## Submarines Not Wanted.

Lord Cushenden reminded the Commission that twelve months ago he had publicly intimated that the British Government would be glad to see a further reduction of the size of those categories covered by the Washington Agreement and also a prolongation of their life that was to say, a longer period before they could be replaced. The British Government had also intimated its readiness to agree to the total abolition of submarines. Therefore the British Government had already shown a willingness to carry further the principle of reduction of which the foundation had tentatively been laid and were anxious to promote it to the fullest possible extent.

A very important matter laid down by Mr. Gibson was that of arriving at some system of equivalent values based upon other facts besides mere tonnage, such as speed. He did not like to say very much upon that point until he had further information, but he entirely agreed that it was along those lines that the problem ought to be investigated.

## A Welcomes Gesture.

He thought the British Government had also to some extent been investigating the possibility of arriving at equivalent values, taking into account other factors besides tonnage, but obviously this was a matter which was extremely technical and which the British Government would only examine in conjunction with expert advice.

He was, however, quite certain that any suggestions of the sort by the United States and any information as to their study of this subject would be most carefully and in friendly spirit examined and considered by the British Government. He could not, of course, commit his Government in any way to any result that might follow from that examination, but he certainly welcomed the whole spirit of Mr. Gibson's statement, which had such a close bearing upon the whole of the naval question that it must profoundly affect the work on disarmament at Geneva.

## WORLD-WIDE COMMENT.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, April 22.

The attitude of the other big Naval Powers, especially Britain, towards Mr. Hugh Gibson's proposals at Geneva is eagerly awaited.

The boldness of Mr. Gibson's declaration has caused a tremendous stir throughout the United States, and political wiseacres are predicting that President Hoover, with his unrivalled first-hand acquaintance with Europe's problems, intends to pursue towards Europe a policy of "veiled Wilsonism" and most friendly co-operation.

Senator Borah describes Mr. Gibson's speech as excellent.

## American Press Excited.

New York, April 23.

American newspapers devote unlimited space to Mr. Gibson's suggestion of naval cuts. They all publish despatches from Washington describing the eager interest of officials, and declare that lovers of peace have not had such a thrill since Mr. Hughes' famous announcement at the opening of the Washington Disarmament Conference, calling on the Powers to "scrap tonnage in the interests of the Disarmament."

## Japanese Non-Committal.

Tokyo, April 23.

Mr. Gibson's speech is cautiously hailed in high naval quarters as a welcome indication of the general character of the Hoover Administration's disarmament position, and as significant of a new prospect of a limitation agreement.

Official comment on the definite points touched upon by Mr. Gibson is withheld pending the receipt of an official detailed report from Geneva. The Navy Office spokesman declines to state whether Japan is ready to join America in acceptance of the French proposals of 1927 as a basis for discussion, or whether Tokyo agrees with the American insistence upon restriction of all categories of ships as a preliminary to more drastic restriction.

The spokesman asserted that Mr. Gibson's speech was a hopeful gesture rather than a definite plan of procedure. Japan must await further proposals before defining her attitude on the subject, although naturally any indications of America's willingness to amend her 1927 position will be carefully studied here.

## Sato's Instructions.

The Navy Office spokesman reiterated Japan's sincere desire to contribute her full share to further naval limitation. He revealed that Viscount Sato's instructions included an authorization to pledge Japan, favourably to consider any proposals for the reduction of maximum tonnage of individual capital ships, the extension of the capital ship age limit, and the calling of a second Washington Conference before 1931.

However, his instructions did not cover such important points as Mr. Gibson's speech brought out, hence Viscount Sato was able to reply only in general terms.

## "A Fresh Impetus."

Mr. Gibson's proposals have been received with the keenest satisfaction in authoritative circles in London. It is felt they will provide a new starting point and fresh impetus to the cause of naval disarmament.

It is regarded as worthy of note that there has not been a single discordant note in the reception of the proposals by the Press and public, but it is realised that the whole question is most complex, and that the proposals must be very fully explored by the British Government and its experts.

There are also expected to be further important exchanges of views between the interested delegations at Geneva.

## Chemical Warfare.

Geneva, April 23.

The Disarmament Committee, after a three-hour private session, finally agreed to the chapter on chemical warfare in the draft of the convention, with an addition, proposed by the Belgian delegation, prohibiting such warfare under conditions of reciprocity between the various States.

## The Various States.

The Committee also adopted the Russian motion in favour of encouraging the Powers, who had not signed the Protocol of 1925 abolishing chemical warfare, to do so. So far thirteen States have signed the Protocol.

## JAPANESE STEAMER LOST.

OVER 100 SOULS PERISH.

TERRIBLE STORM OFF HOKKAIDO.

[THROUGH REUTER'S AGENCY.]

Tokyo, April 23.

Over one hundred people are believed to have perished when the Toyokuni Maru went down last night a few minutes after striking the rocks off Cape Erino, in Southern Hokkaido. Apparently she was sinking so rapidly she was able to send out only a single S.O.S.

Two steamers reaching the scene early this morning picked up 97 survivors of 209 souls known to be aboard when she sailed from Hakodate on Tuesday. Naval craft have left Ominato Naval Base to search but it is feared that all the 119 others are lost.

Of those aboard the Toyokuni 176 were fishermen bound to Kamchatka for the summer's crab-fishing.

The disaster is believed to be due to wind and a snowstorm off the Hokkaido coasts, following Sunday's lashing of Japan proper.

## BRITISH TRADE WITH RUSSIA.

SIR AUSTEN'S STATEMENT.

[THROUGH REUTER'S AGENCY.]

London, April 22.

Mr. Piatkov's estimate of £150,000,000 worth of orders to Great Britain was the subject of questions in the House of Commons. Sir A. Chamberlain stated that the orders were made dependent not only upon the resumption of diplomatic relations but upon the granting of extensive new credits to Russia.

Thus no satisfaction had been offered for the abuses of which the British Government complain while a demand had been made for revival and extension of the Financial provision of 1924, the draft treaty of which the British Government had declared to be unacceptable.

If the Soviets ever desire to make definite proposals there are sources through which it can be accomplished. Meanwhile, trading facilities have not been interrupted and the Soviet Government has placed orders in Britain though not to the extent of the amount of the credit opened to them by the British purchases in Russia.

## UNDESIRABLE TROTSKY.

NORWAY PUTS UP THE BARS.

[THROUGH REUTER'S AGENCY.]

Oslo, April 22.

After a prolonged debate, the Storting has rejected the Labour Party's request to the Government to reconsider their decision refusing to allow M. Trotsky to enter Norway.

The Premier said the Government's refusal was final. In the Storting, 72 voted against his admission and 52 for, the majority including Conservatives, Agrarians, Radicals and Communists.

## FRANCE RATIFIES THE KELLOGG PACT.

ONLY JAPAN LEFT.

[REUTER'S AMERICAN SERVICE.]

Washington, April 22.

The French Ambassador has handed the United States Government the French ratification of the Kellogg Pact and has also exchanged ratifications on the Franco-American Arbitration Treaty, signed last year.

The treaty of renunciation of war now only lacks the Japanese ratification to make it effective.

## Japan Expected To Agree.

Tokyo, April 23. Official circles intimate that the Kellogg Pact to now likely to be ratified without reservation, though some sort of a rider will probably be added, ensuring that the words "in the name of the people" will be interpreted so as not to conflict with Japanese constitutional practice.

Though officials are non-committal, the vernacular papers assert that the authorities are endeavouring to have the matter settled before the arrival of the Duke of Gloucester.

## CHEMICAL WARFARE.

PROTECTION OF CIVILIANS.

[THROUGH REUTER'S AGENCY.]

Rome, April 22.

At a session held here, a Committee for the protection of civilian populations against chemical warfare was inaugurated at the Doria Palace.

Twenty States, including Japan, are represented on the Committee.

## THE KING AND HIS PEOPLE.

HEARTFELT THANKS FOR THEIR GOODWILL.

"CROWDS OF FRIENDS."

[THROUGH REUTER'S AGENCY.]

London, April 22.

His Majesty the King in his Message to the Nation says: "Looking back upon my long illness and recovery my heart is full of thankfulness of a far deeper origin than the mere sense of relief. I have been brought from the danger and weariness of the past months by the wonderful skill and devotion of my doctors, surgeons and nurses."

Help has come from another source of strength, as month after month I have learned the widespread, loving solicitude with which the "Queen and I" are surrounded.

## A Vivid Experience.

I am able to picture to myself the crowds of friends waiting and watching at my gates and think still of the greater number of those, who throughout the Empire are remembering me with prayers and good wishes. Realisation of this has been among the most vivid experiences of my life. It has been an encouragement beyond description to feel that my constant and earnest desire has been granted—the desire to gain the confidence and affection of my people.

My thoughts have carried me even further. I cannot dwell upon the generous sympathy shown to me by unknown friends of many other countries without a new and moving hope.

I long to believe it possible that experiences such as mine may soon appear no longer exceptional: when the national anxieties of all the peoples of the world shall be felt as a common source of human sympathy and a common claim on human friendship.

I am not yet able to bear the strain of public ceremony, but I look forward to some appointed day joining with my people at home and Overseas in thanking God not merely for my own recovery but for the new evidences of growing kindness, significant of the true nature of men and nations. Meantime, I hope this Message may reach all those, even in the remotest corners of the world, from whom I have received words of sympathy and goodwill.

## PEACE MOVEMENTS.

London, April 22.

The two chief items in to-day's news brighten the prospects of an eventual real world peace. The King's Message (synchronising with Saint George's Day) was warmly appreciated by the newspapers which pay a tribute to the eloquent passage concerning the "True nature of men and nations."

Mr. Gibson's dramatic offer at Geneva is cordially welcomed as a sequel which should constitute an excellent test of this "true nature."

## THE REPARATIONS CONFERENCE.

REPORT DRAWN UP.

[THROUGH REUTER'S AGENCY.]

Paris, April 22.

The Reparations Experts' Committee in a communique states that it has unanimously decided upon the appointment of a sub-committee consisting of the heads of each group and has drawn up a report embodying the points already agreed upon.

Meanwhile it is anticipated that all the groups will continue their efforts to reach an agreement on points upon which no accord has yet been reached.

## THE LOST AIRMEN.

ONE BELIEVED TO HAVE BEEN BURIED.

[THROUGH REUTER'S AGENCY.]

Sydney, April 22.

The pilot, Mr. Brain, who discovered the "plane of Lieut. Kerth Anderson, with a body beneath it, now says that he saw what appeared to be a mound near the exposed body of one of the airmen under the wing of the machine. The mound rather suggests that the companion of the dead man visible has been roughly buried.

## CAMPBELL'S NEW AMBITION.

AN ATTACK ON THREE RECORDS.

[THROUGH REUTER'S AGENCY.]

Verneux, April 22.

Captain Campbell has abandoned his intention of again attempting to break the mile record. He will, however, endeavour to establish records for 1 kilometre, 3 kilometres, and 10 kilometres, probably simultaneously.

## "RUM-RUNNING" AGAIN.

ALLEGED SELLING OF STEAMER.

AND A PROTEST TO WASHINGTON!

[REUTER'S AMERICAN SERVICE.]

New Haven, April 23.

The skipper of the steam collier Tad Jones, plying between Norfolk, Virginia, and New Haven, states that on Saturday evening when 50 miles from the coast of New Jersey, the coast guard cutter Seneca, suspecting her to be a rum runner fired shells across her bows. Subsequently a commander and an ensign boarded the collier, and allegedly subjected the officers to indignities, Tad Jones, the president of the company operating the collier, is an ex-football coach at Yale University. He is protesting to Washington.

## PUBLIC INSECURITY IN U.S.A.

PRESIDENT'S STRONG SPEECH.

UNSAFEST COUNTRY IN THE WORLD.

[REUTER'S AMERICAN SERVICE.]

New York, April 22.

A scathing indictment of public insecurity in the United States was made by President Hoover in the course of a speech at a luncheon given by the Associated Press here to-day.

The President declared that life and property in the United States were less safe than in any country in the world.

There were, said President Hoover, 9,000 murders yearly in the United States, and in less than one-sixth of the cases were the slayers convicted.

Compared with Great Britain after taking into account the difference in the population, there were twenty times as many murders in the United States and at least fifty times as many robberies.

President Hoover admitted that Prohibition had increased the volume of crime, but out of the total number of felonies last year under 5 per cent. involved the 16th Amendment.

Two immediate problems which the Government were investigating were existing agencies for the enforcement of law and the re-organisation of the system of enforcement.

## MUI TSAI PROBLEM DISCUSSED.

QUESTIONS IN COMMONS.

[THROUGH REUTER'S AGENCY.]

London, April 22.

In the House of Commons, at question time, Mr. Ormsby Gore, (Under-Secretary for the Colonies) said that Mr. Amery, (Dominion Secretary) had received a despatch from the Governor of Hong Kong with regard to child adoption. Mr. Amery was asking the Governor for further information and when this was received the papers would be submitted to the House.

Replying to Col. Harry Day (Labour) Mr. Ormsby Gore said that Mr. Amery, in concert with the Governor of Hong Kong, was considering means to prevent evasions of the law against child adoption. The question was very difficult when a large number of Chinese subjects were coming to Hong Kong from other provinces with a proportion of *mui tsai* among them.

## MONGOLIAN PRINCES.

OPPOSED TO THE SUN MIN CHU YI.

Changchun, April 19.—The conference of Mongolian Princes, which has been in session here for some time past, has passed a resolution in opposition to the Sun Min Chu Yi.

A memorandum has been forwarded to the National Government and Marshal Chang Hsueh Liang. The memorandum is a fairly lengthy one, but its main point is that they are absolutely opposed to the "Three Principles" because of their apprehension that these principles are liable to destroy Mongolian tradition, history and simplicity of customs.

## YOUTHFUL SINGER TO RETIRE.

MARION TALLEY PREFERS FARM LIFE.

New York, April 12.—Miss Marion Talley, whose voice has brought her half-million dollars in three years, has decided to retire to a farm. Her managers are amazed and disappointed.

Miss Marion Talley is only twenty-one years of age.

## REBEL LEADERS "PAID OFF."

\$30,000 FOR TRAVELLING EXPENSES.

TO LEAVE CHINA.

[THROUGH REUTER'S AGENCY.]

Shanghai, April 23.

Hankow reports are that the remnant of the rebels concentrated in the region of Ichang are awaiting reorganisation by the Government.

Provisional Headquarters has provided a sum of \$30,000 each for Hsu Tsung Tu, Tao Chuan, and Hsia Wei as travelling expenses abroad. A gunboat is going up-river to convey them to Hankow where it is expected they will call on Chiang Kai Shek before leaving the country.

## SZECHUAN TROOPS RETIRE.

THEIR OWN PROVINCE THREATENED.

(Wah Tsai Yat Pao.)

Shanghai, April 23.

The Szechuanese troops under Liu Hsiang, who have been participating in the elimination of the ex-Wuhan troops in western Hupeh, have been withdrawn to Szechuan, in view of the activity of the so-called "Allied Troops" under Yang Sen and Tang Shih Hou, who are attempting to capture Chungking in eastern Szechuan.

## NATIONALISTS ENTER CHEFOO.

THIRD TIME IN A YEAR.

[THROUGH REUTER'S AGENCY.]

Chefoo, April 22.

For the third time in twelve months, the Nationalist flag has replaced the five-barred "Northern" flag. This occurred when the Nationalist defenders, General Liu Chen Nien's forces, entered Chefoo this morning, meeting practically no resistance from Chang Tsung Chang's Northerners.

The Northerners are fleeing in very disorderly manner westwards. Chang Tsung Chang left on a ship for Dairen last night.

General Liu Chen Nien is expected shortly and there are no serious incidents as yet.

## Successful Sorties.

Chefoo, April 23.

Liu Chen Nien's sorties from the city at Muping were entirely successful, resulting in the routing of Chang Tsung Chang's forces, and the capture of 3,000 men and nearly all Chang's munitions. Liu Chen Nien's Chief of Police has called on the Senior Consul and renewed his assurances of protection of foreign life and property. It is stated that Liu's administration has already taken over the control of Chefoo, and all former officials are returning.

Chang Tsung Chang's destination is now stated as being Tengchow, where his troops are concentrating.

## CHANGTEH REFUGEES RESCUED.

ABOARD NAVAL TUG.

A Naval message states that the shallow draft tug Chuchow, manned by Lieut. L. P. Skipwith and men from H.M.S. Wedgeon, reached Changteh, below the objective, and could not proceed higher up the Yuan owing to low water.

A telegram received at Changsha on April 21 stated that Mr. Gabb, of the A.P.C., Rose, Toole, Cromet-ski, Felling and Miss Jacobson have been taken on board the Chuchow, which sailed for Changsha on April 22.

News from an American missionary at Changteh is that the position there has improved.

## MODEST MARSHAL FENG.

(Wah Tsai Yat Pao.)

Shanghai, April 23.

Chiang Kai Shek recently dispatched Shao Li Tze and Ma Fu Hsiang to Tungkuang to request Feng Yu Hsiang to take up the post of head of the Administrative Council. Marshal Feng declined the honour, saying he had not the ability to take such a post as he was a military man only. Also he is still not recovered from his illness.

## ANOTHER CONFERENCE CALLED.

(Wah Tsai Yat Pao.)

Shanghai, April 23.

Chiang Kai Shek is calling another military conference and telegrams have been sent to the various military heads in the southern and western provinces asking them to detail delegates to Hankow to attend.

General Fan Shek Seng has gone personally to Hankow, while delegates have been detailed by Hsu Ke Hsiang, a Hunanese Commander, Chow Si Cheng, the head of the Provincial Administration of Kweichow, Yun Lung, head of the Provincial Administration of Yunnan, and Liu Chen Wan, an ex-Kwangsi General.

## WITHDRAWAL FROM SHANTUNG.

JAPANESE ANXIOUS TO LEAVE.

THE YANGTSEZU AFFAIR.

[THROUGH REUTER'S AGENCY.]

Tokyo, April 23.

Pending further details, the Japanese Government has so far not protested to China over the Baitze Maru incident in the hope that it will be possible to settle it locally. They consider, however, that the situation will be complicated if it is proved that Wuhan troops were responsible, as it is felt that a protest to Nanking in that event would be ineffective, under present circumstances.

Meanwhile the incident at Tainan involving the death of Colonel Ito, is being settled locally, while Mr. Yoshizawa is still pressing Nanking to expedite the arrangements enabling the Japanese garrison in Shantung to be withdrawn by the end of May.

## Yoshizawa's Plans.

Peking, April 23.

Mr. Yoshizawa, failing to get a satisfactory reply from Nanking regarding the date the Chinese can take over the Japanese garrison of Shantung, will leave for Hankow this morning by destroyer, for a personal interview with Chiang Kai Shek.

## A Naive Argument.

(Wah Tsai Yat Pao.)

Shanghai, April 23.

In connection with the murder of the Japanese Paymaster, the Japanese Consul at Tainan sent a protest to the Commissioner for Foreign Affairs of Shantung. The protest was returned by the Commissioner on the ground that the Chinese authorities did not hold itself responsible for the murder, as the affair occurred at Tainan, which is under the control of Japanese troops.

Since the murder Japanese troops have again erected defensive works.

## Telegrams in Brief.

An aeroplane crashed at Mukden and broke out in flames. Two pilots, three mechanics and two passengers were killed.

The Dunlop Rubber Co., Ltd., have reduced the dividend on the ordinary shares from 25 per cent. to 20 per cent. The trading account is credited with £1,500,000 from reserves. The sum so credited is less than the company's losses consequent upon the removal of the rubber restriction.

The Great Western Railway propose to convert a large Dartmoor country house with an extensive acreage of gardens into a modern holiday hotel.

Berlin.—The press learns that the negotiations which have been going on for some time between the Telefunken Company of Berlin and the Radio Corporation of America for the institution of a direct wireless telephone connection between Berlin and the United States are progressing favourably so that early execution of the plan may be expected. So far, all wireless telephone connections between Germany and America had to be relayed via London because the German company was on account of financial reasons unable to build the necessary transmitting station.

Dr. F. O. Bower, lately Regius Professor of Botany at Glasgow University, will be president of the British Association for 1930.

Captain L. S. Holbrook has been loaned to Australia as second naval member. Later he will succeed Captain Massey in command of the cruiser Canberra.

In view of the fact that the epidemic of spinal meningitis is rapidly spreading from Shanghai up the Shanghai-Nanking Railway region to the Capital, Minister of Public Health Hsueh Tuh-pi is understood to be considering the closure of all public places of amusement including the tea-rooms and theatres. The Municipal Bureau of Public Health at Shanghai is distributing a large number of medicated gauze masks to the people, for wearing when out on the streets.

Unable longer to bear the illegal tyranny of the so-called Peace Preservation Corps in their towns and villages, the people of Chang Lo have invited General Liu Kuei Tang to drive them out and organise new ones with his own troops. This has now been done.



## LOCAL FOOTBALL.

CHINA ATHLETIC BEAT  
HONG KONG F.C.

Yesterday, on the H.K.F.C. ground, the Athletic defeated the H.K.F.C. by a goal to nil. The game was fast throughout and the Club were unlucky in not securing a point. An injury to Bishop early in the game spelt disaster for the Club for though Bishop resumed he was limping badly. He ran round him to score the only goal of the match. Stewart and Watson did well in the half-back line and Holt, though handicapped by the injury to his partner, battled gamely, and covered Bishop well. Lam Yuk Ying kept Goldmann under throughout the game. Alexander and Scott tried to go through several times but the Athletic backs defended well.

When the rain came on the Chinese spectators made a dash for cover, several encroaching on the field of play.

The Club fought strongly for a point but when the final whistle sounded they were a goal down.

The Somerset L.I. and China Athletic will now meet on the South China ground at Caroline Hill on Saturday next. Mrs. P. P. J. Woodhouse has very kindly consented to present the league trophies and medals at the close of the game.

The kick off is timed for 5 p.m. Referee: Mr. F. Smith; Linesmen: Messrs. T. G. Stokes and J. Lawrence.

TO-DAY AT 3.15 P.M.

Hong Kong League: Division II.  
China Athletic Reserves v. South China "A." H.K.F.C. ground.  
Referee: Cpl. Lees.  
Kowloon F.C. Reserves v. S.L.I. Reserves, F.C.C. ground.  
Referee: E. R. A. Anderson.

## HOME FOOTBALL.

CHARLTON REPLACE QUEEN'S  
PARK RANGERS.

## MONDAY'S MATCHES.

Charlton's success on Monday, coupled with the unexpected defeat of Queen's Park Rangers by a team low down in the League Table, gave them the premier place in the Southern Section of Division III. Queen's Park Rangers were dethroned on goal average, but it is still doubtful which one of the teams will receive promotion. The position of those in the struggle is as under:—

|                   |                      |
|-------------------|----------------------|
| P.W.D.L.F.A. Pus. |                      |
| Charlton          | 40 21 9 11 82 60 50  |
| Queen's P.R.      | 40 19 12 9 81 60 50  |
| Norhamtons        | 40 19 11 10 82 55 49 |
| Fulham            | 40 19 10 11 87 70 48 |
| Luton             | 39 19 10 10 86 87 45 |
| Crystal P.        | 39 20 8 10 75 84 43  |

The following results were cable by Reuters:—

|                           |   |                  |   |
|---------------------------|---|------------------|---|
| Arsenal.....              | 2 | Everton.....     | 0 |
| Division II.              |   |                  |   |
| Hull.....                 | 4 | Millwall.....    | 0 |
| Division III. (Southern). |   |                  |   |
| Charlton.....             | 1 | Brentford.....   | 0 |
| Norwich.....              | 3 | Queen's P.R..... | 1 |
| Scottish League.          |   |                  |   |
| St. Mirren.....           | 2 | Dundee.....      | 2 |

## CRICKET.

## COMBINED HONGS v. C.R.C.

What should prove a very interesting game takes place next Saturday when the Chinese R.C. meet an XI chosen from Wayfoong, Ewo and Taikoo at Causeway Bay. The Combined Hong will be represented by the following:—H. V. Parker (Wayfoong), Capt., R. A. Green (Wayfoong), J. Hall (Wayfoong), M. D. Scott (Wayfoong), J. H. Baikes (Wayfoong), E. P. Streetfield (Wayfoong), O. Moor (Taikoo), J. R. Hinton (Taikoo), R. H. Dowler (Taikoo), W. Lithgow Smith (Ewo), and R. J. C. Grieve (Ewo).

KNIGHTHOOD FOR MR.  
F. C. TOONE.POPULAR M.C.C. TEAM  
MANAGER.

[THROUGH REUTER'S AGENCY.]

LONDON, April 22.  
A knighthood has been conferred on Mr. Frederick Charles Toone, the manager of M.C.C. test team on the recent Australian tour.

[The new knight, who was born at Leicester in 1868, is the well-known secretary of the Yorkshire County Cricket Club, a post he has occupied since 1903. He was manager of the English cricket teams to Australia 1920-21, 1924-25, and 1928-29. He played rugby football for Leicester, won the 100 yards Amateur Championship of Leicestershire 1898 and 1899, officiated as handicapper of the A.A.A. and N.O.U., and has captained several cricket and football teams. Sir Frederick has also published the Yorkshire Cricket Club Annual Book.]

MIXED DOUBLES  
LEAGUE.

## LATE ENTRY.

## REVISED FIXTURES.

Since the publication of the fixtures in our issue of yesterday for the Lawn Tennis Mixed Doubles League, organised by the Lawn Tennis Association, Craignower have entered for the competition. Fixtures have been revised, and are now as follows:—

June 5.  
Craignower v. Chinese R.C.  
University v. Recreation.  
Ladies R.C. v. Kowloon C.C.

June 12.  
Recreation v. Craignower.  
Chinese R.C. v. University.  
K. Bowling Green v. Ladies R.C.

June 19.  
Craignower v. University.  
Recreation v. Chinese R.C.  
Kowloon C.C. v. K. Bowling G.

June 26.  
Ladies R.C. v. Craignower.  
Chinese R.C. v. Kowloon C.C.  
K. Bowling Green v. Recreation.

July 3.  
Craignower v. Kowloon C.C.  
Ladies R.C. v. Chinese R.C.  
University v. K. Bowling Green.

July 10.  
K. Bowling G. v. Craignower.  
Recreation v. Ladies R.C.  
Kowloon C.C. v. University.

July 17.  
Chinese R.C. v. K. Bowling G.  
Kowloon C.C. v. Recreation.  
University v. Ladies R.C.

## THE LEAGUE.

Competitions in the three divisions of the Tennis League commence on the first Saturday of next month.

There will be a change in the system of determining matches. In previous seasons each pair had been meeting all the opposing three pairs in eleven games every match and the decision arrived at by the best of ninety-nine games. Under the present ruling each pair meets the three opposing pairs one set every match and the decision is decided on the best of 9 sets.

The fixtures for the first two weeks are as follows:—

May 4.  
"A" DIVISION.  
M.B.K. v. H.K.C.C.  
Chinese R.C. v. Craignower.  
S.C.A.A. v. Kowloon C.C.  
Indian R.C. v. Recreation.

"B" DIVISION.  
Kowloon C.C. v. H.K.C.C.  
H.E. & Signals v. Recreation.  
Nippon v. Y.M.C.A.  
University v. M.B.K.

"C" DIVISION.  
R.A.O.C. v. Craignower.  
H.K.C.C. v. Recreation.  
Civil Service v. Chinese R.C.

May 11.  
"A" DIVISION.  
Craignower v. M.B.K.  
H.K.C.C. v. Chinese R.C.  
S.C.A.A. v. Indian R.C.

"B" DIVISION.  
Recreation v. Kowloon C.C.  
H.K.C.C. v. R.E. & Signals.  
M.B.K. v. Nippon.  
University v. Indian R.C.  
Chinese R.C. v. S.C.A.A.

"C" DIVISION.  
Recreation v. R.A.O.C.  
H.K.C.C. v. R.E. & Signals.

BANVARD MUSICAL  
COMEDY.

## FAREWELL PERFORMANCES.

The Banvard Musical Comedy Co. will give three performances at the Theatre Royal on Monday, Tuesday and Wednesday of next week, when "Clowns in Clover," "Lido Lady," and an entirely new revue will be presented.

Residents of Hong Kong will have an opportunity of seeing this excellent company without crossing to Kowloon, though the shows were well worth the journey. Similarly, Kowloon residents will not regret crossing to Hong Kong to see such excellent entertainment.

## ITALIAN OPERA COMPANY.

## TO-NIGHT AT THE STAR.

Signor Carpi's Italian Grand Opera Company begins its season at the Star to-night at 8.15 p.m. with Verdi's famous opera "Il Trovatore." There are 75 artists, a capable orchestra and a graceful ballet. The company has already toured Japan and Shanghai where they met with unprecedented success. Prior to that, a tour through Java established a fine reputation for them. Doubtless the season here will be popular and those who intend being present to-night are advised to book seats at Moutrie's or the Star Theatre without delay.

## CORRESPONDENCE.

UNEMPLOYMENT IN  
ENGLAND.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

Sir,—Having just returned from furlough in England, where the Miners' Fund has caused so much discussion, I was surprised and somewhat amused to find a "branch" existed out here, as though it were a Red Cross Fund. Permit me to say a few words about it. We all know that the *Daily Mail* instigated the Fund only a few days before last Christmas, and how anxious they were that sufficient money should be collected and be available for distribution at a time when, to quote Dickens, "Poverty is most felt and abundance scarce." From a small commencement the fund grew, and such was the prominence given to it on the first page and also to the lists of subscribers' names that many persons found themselves compelled, as it were, to contribute, although they felt that the principle of such a fund was all wrong. What other section of British workpeople could ever expect to have subscribed to such a fund? The farmers? No! Why, therefore, should the miners?

Some miners' families do not deserve to receive charity because they decline work when they get the opportunity for it. My sister-in-law wished to engage a cook, employment agencies recommended her to try the distressed mining areas. She visited two or three areas, but in none could she persuade any woman to come and work for her, although the pay was good. No-one wanted to "go into service" although they were "distressed." The "dole" or the *Daily Mail* Fund would see them through! Cases have come to light recently where young men out of work and wishing to get married waited until they commenced receiving the "dole," and then went ahead with their matrimonial arrangements. To alleviate the distress in the coal-fields by a public subscription, as has recently been done, is wrong in principle. No doubt, provided the fund is properly administered, it will ease some of the distress (its administration has already been severely criticised), but the money will not outlast the situation and it would be impossible to repeat the fund.

Only the revival of the coal industry of the country will solve this grave problem. British coal is the best in the world, and if the price is prohibitive the industry must be subsidised and subsidised sufficiently handsomely to allow the coal to recapture its lost markets.

A word about the de-rating scheme, of which we have heard so much lately. One of its objects is to benefit the farmers by giving them a 10 per cent. rebate on rail rates on their produce. The scheme unfortunately fails in this respect to accomplish its object, and is therefore a waste of public money. Let me give you an example. A large potato-farmer was telling me that all his produce is sold F.O.R. (free on rail), as indeed most of the produce in his district is, and the man who benefits by the 10 per cent. Government rebate was not himself at all but the middleman, whose profits are known to be already enormously high in this particular business, and who did not require any Government assistance and never asked for it!

Of all the allies in the world war England, who bore the brunt financially at any rate, is the only one industrially depressed within her gates. Italy, though severely taxed, is very prosperous. We all know how far Germany has gone towards recovery; of the United States the least said is the better. Of them all, why should England be the worst off? Is it because we never had our revolution to clear the atmosphere? I wonder! There is now a possibility of a change of Government. Let us hope Labour will get in and stay in. They never had a chance in 1924. Anyhow they can't do worse than the Tories have done in the past few years.—Yours, etc.

FADDE GREENWELL.  
Canton, April 20.CANTON RACE COURSE:  
A CRITICISM.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

Sir,—I had thought that the recent report of the regulations drawn up by the Canton Municipality, as they appeared in the *Canton Gazette* of the 13th inst., governing the construction of a race track in Canton would have evoked an avalanche of pointed criticism. I can only praise the race enthusiasts here who do not consider the fantastic ideas of our Canton friends too absurd to write about. I do not believe there are very many in Canton really interested in horse racing, and hardly a one in official circles who has the haziest of ideas as to how a race track should be organised and maintained.

The rules as published give the impression that this was treated much the same as the fantasmagorical monopoly. Our friends in (Continued on next Column).

R.A. SPORTS AT  
KING'S PARK.INTERESTING INDIAN  
EVENTS.

## MULES AND THE V.C. RACE.

The Hong Kong-Singapore Royal Artillery Brigade held the finals of their Athletic meeting on the Royal Naval ground at King's Park yesterday afternoon. The meeting had taken up the best part of three days, and yesterday the finals were decided.

The events included such interesting items as wrestling on horse back and V.C. races. The tug-of-war, at which the Indian Regiments excel, was won by the Mtn. Bty. R.A., Centre Section. The V.C. (Continued on next Column).

Canton should understand that the expression "Sport of Kings" could not have been coined without some solid basis.

Promoters and officials of race clubs the world over are men of good standing and repute, of impeccable character. In Hong Kong the name of the Governor appears in the race book.

One of the regulations stipulate that "in holding sweeps on the races, 50 per cent. of the gross proceeds from the sale of tickets is to be returned as prizes, 10 per cent. to be paid to the Government." This leaves 10 per cent. with which to defray all expenses. It is a physical impossibility to run a track on 10 per cent. of the proceeds. It is the practise the world over to deduct at least 20 per cent. for the upkeep of the course. The expenses are enormous and it requires keenest management on business lines to enable a race track to carry on even with this percentage.

Another article declares that races are to be held four times a year. What is the idea of having an expensive race track maintained only to be used four times a year? I am afraid the Canton Municipality have made themselves the laughing stock of foreigners. The best thing they can do is to pay a visit to Hong Kong or Shanghai and gain some insight into the workings of the race clubs in these two ports.

The franchise for the race course is to be for a period of ten years. At the end of the ten years the course and all fixtures thereon are to revert to the possession of the municipal government.

The Hong Kong Jockey Club enjoys a very long lease and the International Race and Recreation Club of Macao was given a franchise for 50 years, and also the option to renew, with a single payment of H.K.\$50,000, plus a very reasonable percentage on the returns at the meetings.

Hankow boasts of the oldest Chinese race club in China. The courses are in Chinese territory, but there is no undue interference in their operation.

Shanghai has more than three race courses, two of which are run by Chinese, and situated in Chinese territory. These tracks are also in a very healthy condition, and here again there are no irksome restrictions.

A word or two of advice to Canton: Avoid interference and meddling with business undertakings or any enterprise of a public character, and progress will ensue. Impose restrictions, and all forms of advancement will be throttled.

Canton, although the birthplace of the great Kuomintang party seems to be always backward and behind other provinces of China in the work of reconstruction, and the present regime seems just as susceptible to these faults and errors as its predecessors.

One ray of brightness is that H.E. General Chen Ming Shu is at the head of affairs in Canton and he enjoys great popularity for his clarity of thought and modern principles.

The criticisms expressed herein are actuated by a genuine desire to see Canton and Kwangtung progress, and I trust these views will be accepted in the right spirit by the Canton Municipality.

Thanking you for the space, I am—Yours, etc.,  
T. C. TONG.  
April 21, 1929.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

Sir,—Regarding the match of the Hong Kong Club and H.M.S. Cornwall Rugby fifteen on the 17th inst.; being a staunch follower of that code, I would like to see the two teams meet at full strength at an early date for a good cause. Why not, seeing that we do not get that class of Rugby out here often. The Cornwall first fifteen are now quite fit again, and it would be worth while getting these two teams to clash before the sailors leave the port.

I am sure—and everybody who has seen the Cornwalls at their best and full strength won't deny—that they play Rugby that we have not seen since we left the "old country."—Yours, etc.,  
OLD PLAYER.

P.S.—What about the Miners' Fund?  
Hong Kong, April 23.

race was a sort of "Grand National" on mules. This race, aroused much laughter among the spectators who were very much amused at the stubbornness of the mules when confronted with the obstacles.

In the running section, the K.O.S.B. Regiment won the open relay in fine style; and Allah Bux took the 440 and 220 yards sprints. He also came second in the 100 yards.

At the conclusion of the sports the prizes were distributed by Mrs. Robinson, wife of Lieut. Col. T. A. F. Robinson, O.C. Commanding the Brigade.

The results of the races were as follows:—

Long Jump.—1st, Bitam Singh, 17ft. 2in.; 2nd, Jhandor Singh; 3rd, Ration Singh.

100 yards Dash.—1st, Gr. Khuda Bux, time 11.5.5.; 2nd, Gr. Allah Bux; 3rd, Gr. Mir. Mohamed.

Putting the Weight.—1st, Fifth Battery, distance 92ft. 8in.; 2nd, Left Section, 92ft. 8in.; 3rd, Centre Section, 91ft. 8in.

440 yards.—1st, Gr. Allah Bux; 2nd, Allah Dad.

220 yards.—Gr. Allah Bux, time 25.3.5.; 2nd, Hazara Singh.

Wheel Race, 1st, Lee-Corpl. Tara Singh; 2nd, Gr. Sapuran Singh.

One Mile Team Race.—1st, Second Battery, time 4.55; 2nd, Fourth Battery.

High Jump.—1st, Shah Mohamed; 2nd, Gr. Jhal Din.

Boat Race.—1st, Gr. Fatah Mohamed; 2nd, Gr. Khan Bux.

Half Mile.—1st, Gr. D. Singh, time 8.18; 2nd, Gr. Aodine Bux.

400 yards Relay Race.—1st, Fourth Heavy Battery; 2nd, Second Heavy Battery.

Four Legged Race.—1st, Fifth Heavy Battery; 2nd, Fourth Battery.

Sack Race.—1, Gr. Sher Hobam Sack Race.—1st, Gr. Sher Mohamed; 2nd, Karr Singh.

One Mile Relay Race.—1st, Second Battery, time 3.33; 2nd, Fourth Battery.

Sack Fighting.—1st, Fourth Battery ("A" team); 2nd, Second Battery ("A" team).

Indian Officers' Race.—1st, Sub. Makhana Singh.

Open Relay Race (British).—1st, K.O.S.B. Time 3.55.

Two Miles Relay Race.—1st, Fourth Heavy Battery; 2nd, Second Heavy Battery.

Boat Race.—1st, Second Battery. British Staff Race.—1st, Right Section; 2nd, Fourth Battery.

Obstacle Race.—1st, Gr. Hartan Singh; 2nd, Fritan Singh.

880 Yards Relay Race.—1st, Fourth Battery; 2nd, Right Section.

Open Relay Race.—1st, Headquarters Wing, Punjab Regiment; 2nd, "B" Company, Punjab Regiment.

Tug-of-War.—1st, Centre Section; 2nd, Fifth Battery.

Wrestling on Horseback.—1st, Fifth Battery; 2nd, Right Section.

V.C. Race.—1st, Fourth Battery; 2nd, Fifth Battery.

Challenge Shield.—1st, Second Battery, 24 pts.; 2nd, Fourth Battery, 21 pts.

Hockey 1928 Champions.—Second Battery.

GOLFING CLASSICS  
AT HOME.

## COUNTY COMPETITION.

HAGEN AND COMPTON  
MATCHED.

[THROUGH REUTER'S AGENCY.]

LONDON, April 22.  
The English Amateur Golf Championship meeting opened at Gosforth Park, Newcastle, with a stroke-play competition over 36 holes for team honours, four players representing each county. Twelve counties competed.

Result:  
Lancashire ..... 631  
Yorkshire ..... 634  
Cheshire ..... 636  
Warwickshire (holders) 637  
Durham ..... 648  
Surrey ..... 649

The amateur record for the course was twice broken—firstly, by T. Perkins (Warwickshire) who went round in the morning in 70; and, secondly, by G. Henriques (Lancashire) with 69 late in the day.

## American Breaks Record.

A. L. Espinosa, one of the members of the American Ryder Cup team, went round Moortown course, Leeds, where the Ryder Cup will be played on April 28, in 66—a record for the course.

He also secured the distinction of being the first leading American professional to achieve a hole in one stroke since their arrival. This was done at the sixth hole, measuring 224 yards.

(Continued on next Column).

"SMART WORK."  
THEFT FROM "MARRIED  
QUARTERS" PUNISHED.

"The blankets were stolen yesterday and the defendants are before me to-day. That is pretty smart work!" This complaint was paid by Major C. Willson yesterday to a Chinese constable, who, by his astuteness, brought three men before the Magistrate in connection with the loss of two blankets from the Married Quarters at Kennedy Road.

The detective saw a Chinese carrying a clean white blanket in the street and inquired how he came by it. Not getting a satisfactory explanation, he pursued his inquiries further when he discovered that two blankets had been lost by Mrs. H. Grossman from the Married Quarters at Kennedy Road.

Of the three men who appeared before Major Willson, one was charged with the actual theft of the blankets and the other two with receiving.

The man who was charged with theft was sentenced to two months' hard labour and the others were awarded six weeks each. A further term of nine months' hard labour and twenty strokes of the birch were given to the first man for returning from barrishment. He was sent away from the Colony in 1923 for ten years.

Arrangements have been completed for golf challenge matches between Walter Hagen and Archie Compston—first at Moor Park, Rickmansworth, on May 31; and second at Blackwell, Birmingham, on June 1.

Should each win once a third game will probably be arranged.



## A wisehead—

the head that's sleek and smooth all through the day. A little Anzora in the morning is all that's necessary to keep your hair healthy and in good condition.

# ANZORA

*Masters the Hair!*

Our Hong Kong Agents:—  
The Colonial Dispensary,  
14, Queen's Road  
Central, Hong Kong.  
See Him & Co.,  
24, Palmer Street,  
Hong Kong.  
Lee Bros. & Co., N.Y. &  
H. T. 46, Canton  
Road, West, Hong  
Kong.

Manufactured by  
Anzora Perfumery Co.,  
Ltd., London, N.W. 6,  
England.

Anzora Cream for greasy  
scalps. Anzora Violes for  
dry scalps. Sold by Drug-  
gists, Hairdressers, or from

## BAND CONCERT

BY  
THE BAND  
OF THE

2ND BATTN. THE KING'S OWN SCOTTISH  
BORDERERS

(By kind permission of Lieut.-Colonel L. J. COMYN, C.M.G., D.S.O., and Officers)

AT THE  
PENINSULA HOTEL

IN THE  
ROOF GARDEN

On SUNDAY, 28th APRIL, 1929

Commencing at 9.15 p.m.

Admission:—\$1.50.

Tables or Seats may be reserved

AT THE  
HONG KONG, PEAK, REPULSE BAY, or  
PENINSULA HOTELS.

Diners in the Grill Room will be admitted free.

THE HONG KONG &amp; SHANGHAI HOTELS, LTD.







## HOUSES AND FLATS.

## "PEAR MANSIONS."

SITUATED within Two Minutes' Walk from the Tram Station and overlooking the Southern Side of the Island. Ready for Occupation.

Five-Bedroomed and Six-Bedroomed APARTMENTS with all Modern Conveniences, Drying Rooms and Out-houses, Two Lifts.

Apply to—  
CREDIT FONCIER  
D'EXTREME-ORIENT,  
4th Floor,  
FRENCH BANK BUILDING.

TO LET.—FLATS in HUMPHREYS and CARMARVON BUILDINGS, KOWLOON. No. 6, BRANFLORE TOWERS, MAT ROAD.

Apply to—  
HUMPHREYS ESTATE AND FINANCE CO. LTD.,  
ALEXANDRA BUILDING.  
[7393]

TO LET OR FOR SALE.—AT FANLING (in On Lok Village), Furnished or Unfurnished, 4 Bedroom HOUSE with Garden and Garage. Moderate Price. Apply—KWONG SANG-HONG, LTD., 250, Des Vaux Road Central. [7385]

TO LET.—"NORMAN COTTAGE," East, SEITE'S Corner, Furnished 6 Roomed House. Garage for Austin "7." Early occupation. Apply to—PERCY SMITH, SEITE & FLEMING. [7359]

TO LET.—"ON LEE." Detached House on FOXWILK ROAD, Commanding Excellent View. Within Ten Minutes of Town by Bus. Semi-furnished. Gas, Electric Light, and Modern Sanitation. Garage. Extensive Grounds. Apply—ARNOLD & CO., LTD. [7313]

TO LET Furnished.—378, THE PEAK From JUNE to End of OCTOBER. Tennis Court. Apply: ELDON POTTER, 373 THE PEAK. [7334]

TO LET.—Furnished, for SUMMER MONTHS. No. 25, PEAK LUGARD ROAD. Apply: MESSRS. PALMER & TURNER. [7661]

TO LET Unfurnished from 1st APRIL, "LA HACIENDA" No. 194, THE PEAK, Rent Moderate. Apply to Property Office, JARDINE, MATHESON & CO., LTD. [7491]

TO LET.—SEMI-DETACHED Fully Furnished 5-room House with Tennis Court and Garage, Broadwood Road.—Reply: The SECRETARY, P.O. Box 22. [7684]

TO LET From 1st JUNE.—Office Rooms at KAYAMALLY & CO., 20, Queen's Road Central. [430]

PART of HOUSE with Furniture TO BE LET on the PEAK. Rent \$100 inclusive. Available immediately. Write: P.O. Box No. 67. [7668]

# STAR

THEATRE.

FOR A SHORT SEASON commencing

TO-NIGHT

At 9.15 p.m.

SIGNOR CARPI'S  
ITALIAN GRAND  
OPERA CO.DIRECT FROM MILAN  
75—ARTISTS—75THE BIGGEST COMBINATION OF  
STARS EVER BROUGHT TO THE EAST.  
FULL ORCHESTRA, CHORUS  
AND BALLETTo-night  
Apr. 24

"IL TROVATORE"

To-morrow  
Apr. 25

"RIGOLETTO"

Friday  
Apr. 26

"LA TOSCA"

Sat.  
Apr. 27

"LA TRAVIATA"

Sun.  
Apr. 28

"BARBIERE di SIVIGLIA"

Booking at MOUTRIE'S and STAR.  
Prices: \$4, \$3, \$2 & \$1.

## BALLANTINE'S

in use for almost 100 years.

ESTABLISHED 1827.

By Appointment to

H.M. The Late Queen Victoria  
and  
H.M. The Late King Edward VII.

His Majesty King George V.

PURE SCOTCH LIQUEUR  
WHISKY

10 years old.

GEORGE BALLANTINE  
& SON, LTD.

GLASGOW AND LONDON.

DISTILLED IN SCOTLAND

If you want a really first class Scotch Whisky at a reasonable price, you can have no better than Ballantine's Liqueur Whisky. It is excellent.

## The French Store

Beaconsfield Arcade.

## THEATRE ROYAL

Three Farewell Performances

MONDAY, TUESDAY AND

WEDNESDAY.

APRIL 29, 30 &amp; MAY 1.

THE BANVARD

MUSICAL COMEDY

COMPANY

BY GENERAL DESIRE.

MONDAY, APRIL 29, at 9.15

"CLOWNS IN CLOVER"

TUESDAY, APRIL 30, at 9.15

"LIDO LADY"

WEDNESDAY, MAY 1, at 9.15

AN ENTIRELY

NEW REVUE

WILL BE PRESENTED

POPULAR PRICES:

\$3, \$2, &amp; \$1.

BOOK AT MOUTRIE'S

\$3 ONLY.

THE PENINSULAR & ORIENTAL  
STEAM NAVIGATION CO.

STEAMER FOR  
STRAITS, COLOMBO & BOMBAY.  
THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, PERSIAN GULF,  
CONTINENTAL, AMERICAN AND  
SOUTH AFRICAN PORTS.

## THE Steamship

## "ALIPORE"

Carrying His Majesty's Mails, will be despatched from this Port on or about THURSDAY, the 25th APRIL 1929, at 5 p.m., taking Cargo for the above Ports.

Silk, Valuable and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until Noon the Day of Sailing. The Contents and Value of all Packages must be declared.

For further Particulars, Apply to—  
MACKINNON, MACKENZIE & CO.,  
Agents,  
Hong Kong, 24th Apr. 1929. [7680]

## - TO-DAY'S WIRELESS

## PROGRAMME.

BROADCAST BY Z.B.W. ON

350 METRES.

1.45 p.m.—Weather report.

5.30 to 6.30 p.m.—Programme of

Chinese music. (Victor records

supplied by The Sincere Co., Ltd.).

7.45 p.m.—Evening weather re-

port.

8 p.m.—Evening programme.

(Columbia records supplied by

Messrs. Anderson Music Co.).

10.10 p.m.—News bulletin.

10.30 p.m.—Close down.

## NAVAL MOVEMENTS.

H.M.S. Carysfort has left Shing-

hai for Nanking.

H.M.S. Dartmouth arrived at

Singapore from Hong Kong.

TUNG OIL IN  
AMERICA.FIRST MODERN PLANT IN  
OPERATION.FRUIT OF CHINESE TREE HAS  
WATERPROOF QUALITIES.

Gainesville, Fla.—The first modern tung oil plant in the world is operating here, utilizing the fruit of the Chinese tung tree.

The plant is entirely automatic. The fruit is placed in a hopper and finds its way to a sheller through a separating machine. The hulls are removed, the meat passed to a cracking mill, and thence into a continuous automatic press.

The oil, leaving the press through the sides, flows into storage tanks.

## The Modern Press.

The residue, a valuable fertilizer, drops out at the end of the press and is carried by a conveyor to storage.

Such a plant, claims B. F. Williamson, president of the Florida Forestry Association and promoter of the tung oil project, can produce tung oil in competition with cheap Chinese labour. The Chinese press, he says, is a hand-press and from 15 to 20 per cent. of the oil is left in the residue.

The more modern plant operating in Florida, he declares, develops a pressure of 10,000 pounds to the square inch, extracting nearly all the oil.

## Waterproof Film.

Tung tree groves are being planted rapidly in Florida. About 4,000 acres are already under cultivation with an additional 1,000 acres prepared for seedlings.

"The United States spends \$75,000,000 yearly for paint, oils of which tung is the best," Mr. Williamson says. "Tung oil produces a waterproof film that is more lasting and more resistant to weather. It is the basis of all waterproof paint and varnishes. It is gradually finding its way into many other articles, such as linoleum and oil cloth. Wherever durable waterproofing insulated coating is desirable, tung oil is growing rapidly in favour."

'BUSMEN AND INDIAN'  
CONSTABLE.

## QUARREL NEAR STAR FERRY.

## SUMMONSES DISMISSED.

Three employees of the Kowloon Motor 'Bus Company were before Mr. T. S. Whyte Smith at the Kowloon Magistracy yesterday at the instance of an Indian constable. He accused the first defendant—a conductor—of soliciting passengers, and the other two defendants—a 'bus regulator and a ticket inspector, of obstructing him in the course of his duty. Mr. L. H. C. Calthrop, A.S.P., Kowloon prosecuted, while Mr. D. L. Strellett appeared on behalf of the three defendants.

At the outset of the proceedings, Mr. Strellett applied for permission to take out a cross-summons against the constable for alleged assault, and to have the two summonses heard at the same time. The prosecution having no objection the Magistrate agreed. Outlining the case for the prosecution, Mr. Calthrop said that at about 4.45 p.m. on the afternoon of April 3, the Indian constable was at the Star Ferry. His duty was to control the traffic, to see that there were no obstructions, and to stop soliciting by ricksha coolies or motor-busmen. The complainant saw the first defendant who was the conductor of 'bus No. 693 calling out and he went over to him and told him to stop soliciting. The constable returned to his post, but the conductor repeated the offence. The constable went over to take his number, but the conductor got into the 'bus. The constable chased him and the conductor ran around the 'bus. The constable managed to catch him, but the second defendant—the 'bus regulator—ordered the 'bus to move on to Kowloon City. By this time the constable had made up his mind to charge the defendant with soliciting, and stopped the 'bus at the bottom of the hill leading to the Water Police Station. Here the third defendant—the 'Bus Inspector—stopped the constable, while the third defendant snatched the constable's baton and struck him with it. The constable then took all three defendants to the Police Station.

In view of the fact that the two summonses were to be heard at once, the Magistrate asked Mr. Strellett to outline his defence.

Mr. Strellett said that the constable's interest in the 'bus conductor started before the incident at the Star Ferry. The constable assaulted the conductor before the latter was aware of the presence of a policeman by a kick in the back. The 'bus regulator sent the 'bus off to Kowloon City, but the conductor was forcibly taken off the 'bus and assaulted again on the hill leading to the Police Station.

After the evidence for the prosecution had been given, the Magistrate dismissed all the summonses on both sides, remarking that he was not impressed by the evidence for the allegations. His Worship also intimated that he wished that both sides would try to work in harmony and not against each other.

OIL TANKER'S NARROW  
ESCAPE.CHINESE COOK'S MAD ACT  
AT SEA.LIGHTED TAPER THROWN  
INTO PETROL TANKS.

In a sudden burst of insanity, the Chinese cook of an oil tanker ran amok at sea and came within an ace of causing a tragedy. He lost his reason while the vessel was bound from Curacao to New Orleans, her tanks laden with petrol.

One dark night he seized a taper from the galley stove, lit it, and dashed out to the No. 2 tank. He opened the lid, dropped the taper down into the tank, and then jumped overboard. A column of flame shot up for an instant, and then subsided.

Luckily for those on board there was not sufficient air in the tank to produce an explosion. The flame was caused by the upper layer of petrol vapour igniting.

The man's mad act had been seen from the bridge by the chief officer, who sounded the fire alarm, jumped down on to the foredeck, and closed the tank lid, while all hands stood by at their fire stations. The lifeboat was lowered in search of the cook, but he was not seen again.

## SENSATION IN PEKING.

## HANDBILLS IN COLLEGE

## AUDITORIUM.

## MYSTERIOUS FIRE SETS

## AUDIENCE IN PANIC.

While dramatic performances in commemoration of the 18th anniversary of the Chung Kuo University were going on in its auditorium recently, someone secretly distributed reactionary handbills with inscriptions such as "Overthrow the Chung Kuo University," thereby throwing the audience into confusion.

In the course of this turmoil, an unknown student also set fire to the back of the auditorium, with the result that the whole audience was on its feet, making a shrieking noise and being at a loss which way to turn for safety.

Fortunately, however, the fire was soon extinguished, and there were no casualties. Three students and a youth, with the appearance of a workman were arrested by the police as suspects, and are now under examination.

HONG KONG POLICE  
RESERVE.[ORDERS BY HON. MR. T. H. KING,  
ACTING CAPTAIN SUPERINTEN-  
DENT OF POLICE.]

## Summer Uniform.

Summer uniform will be taken in to wear by Police Reservists as from April 17.

## Royal Visit of H.R.H. the Duke of Gloucester.

The Hon. C.S.P. accepts the voluntary service of the following Police Reservists in connection with the visit of H.R.H. the Duke of Gloucester:—

Twenty members of the Chinese Company for duty at the City Hall on Thursday, April 25, will parade at Central Police Station at 10.15 a.m. sharp.

Twenty members of the Chinese Company for duty at the Hong Kong Cricket Club ground on Friday, April 26, will parade at Central Police Station at 3.30 p.m. sharp.

Ten members of the Indian Company for duty at the City Hall on Thursday, April 25, will parade at Central Police Station at 10.15 a.m. sharp.

Dress on both days: White uniform, helmet, belt (no frog) and truncheon.

## Chinese Company.

## "FIRST AID TO THE INJURED."

Class for instruction in First Aid will be held at the Company's Headquarters on Wednesday, April 24, at 5.30 p.m. sharp.

All other instructional classes and parade for this week are cancelled.

## Indian Company.

A practice parade for inspection of this Company in connection with the Royal Visit of the Duke of Gloucester will take place on Tuesday, April 23, Fall in at the Central Police Station at 5.15 p.m. Dress: Summer uniform—batons and belts to be worn.

## Flying Squad.

The weekly instructional patrol of the Kowloon Section will take place on Tuesday, April 23. Fall in at the Tsimshatsui Fire Brigade Station at 5.30 p.m. sharp. Dress: Khaki uniform.

There will be no weekly instructional patrol of the Hong Kong Section on Thursday, April 25.

(Continued on next Column.)

PRESIDENT  
LINER  
SAILINGS

## Weekly Trans-Pacific Service

To San Francisco and Los Angeles To Seattle and Victoria

The Sunshine Belt via Honolulu The Short, Straight Route to America

Fortnightly sailings on Tuesdays Fortnightly sailings on Tuesdays

Pres. Jackson.. Tues. May 7 Pres. Pierce.. Tues. Apr. 30, 1 a.m.  
Pres. McKinley.. Tues. May 21 Pres. Taft..... Tues. May 14  
Pres. Grant..... Tues. June 4 Pres. Jefferson.. Tues. May 24  
Pres. Cleveland.. Tues. June 13 Pres. Lincoln.. Tues. June 11

\$120, \$112 Special through rates to Europe via United States. Direct connections with all Atlantic lines. Choice of rail lines across United States and Canada, liberal stop-over privileges for sight-seeing.

## Europe and New York Direct

## ROUND THE WORLD

Fortnightly sailings on Sunday via Manila, Straits, Colombo, Suez Canal, Alexandria, Naples, Genoa, Marseilles, New York and Boston.

Pres. Van Buren.. Sun. May 5, 2 Pres. Adams.. Sun. June 15, 8  
Pres. Hayes.. Sun. May 19, 8 Pres. Harrison.. Sun. June 30, 8  
Pres. Folk.. Sun. June 2, 8 Pres. Johnson.. Sun. July 14, 8

## To Manila

Pres. Jackson.. Apr. 27, 6 p.m. Pres. Jefferson.. May 21, 6 p.m.  
Pres. Taft..... May 7, 6 p.m. Pres. Grant.. May 25, 6 p.m.  
Pres. McKinley.. May 11, 6 p.m. Pres. Lincoln.. June 4, 6 p.m.

For Bookings, Passenger and Freight Information apply to

PEDDER BUILDING, Ground Floor.

Telephone Central 2477, 2478 and 795

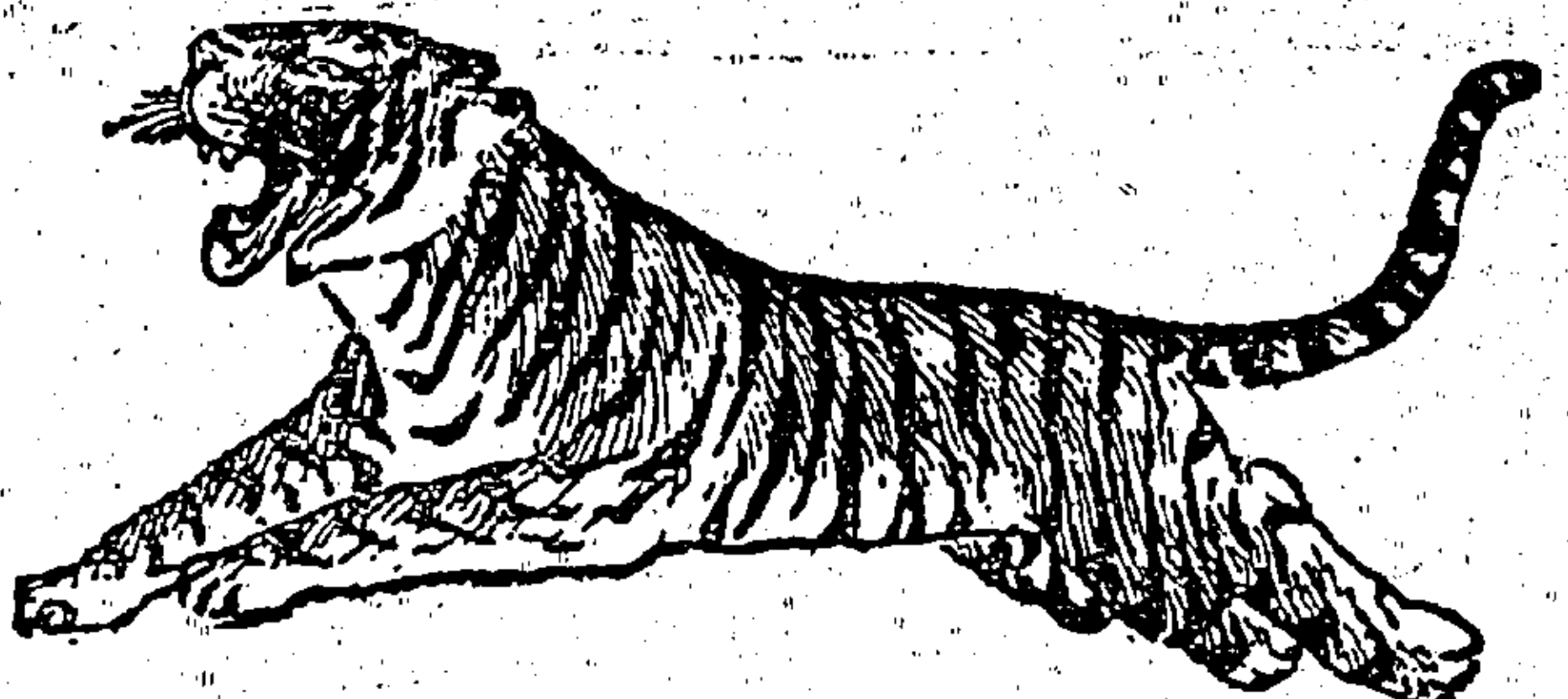
Cable Address "Dollar"

CANTON BRANCH—4, SNA KEE STREET.

Dollar Steamship Line  
and  
American Mail Line

Sharpshooters' Company.  
REVOLVER PRACTICE.  
Revolver practice will be carried out on Kennedy Road Range on Sunday, May 5, at 10 a.m. Members will assemble at the Range at that time, with belts and holsters with revolvers. Uniform optional.

"DEFENDU" CLASS.  
This will be held on Monday, May 6, at Police Headquarters at 5.30 p.m. under Sergeant R. J. Hunt. Dress: Mufti.  
(Sd.) W. KENT, A.S.P., Adjutant.  
Hong Kong, April 23, 1929.



Do you ever suffer from Headache, Cough, Cold, Rheumatism, Neuralgia, Gout, Sore-throat, Toothache, or Asthma? If you do, will you allow us to solve the question of securing a cure—of course, a permanent one, and put an end to these dreadful enemies of humanity? Or do you like to be handicapped in society, in business, or in your daily association with your strong, stout friends? For your own good, we would strongly advise you to have an open mind, and to make use of what you can call your true companion, our preparation—THE TIGER BALM. This BALM, which is entirely free of animal fat and other injurious substance, has been proved most reliable, and unequalled in curing the above diseases. The great demand for this BALM, which runs to MILLION POTS each year, testifies amply to its eminent value and efficiency.

SO WHY NOT GIVE IT A TRIAL NOW AND GET IMMEDIATE RELIEF?

OBTAINABLE AT ALL DRUGGIST SHOPS AND BIG STORES.

Large Pots ... .. 60 cents.  
Small Pots ... .. 25 cents.

Do you suffer from chronic headache? Have you found that no other drawback is so serious as to be a constant victim of headache? Your mental capacities is weakened, and you are hindered greatly in your social duties. You attend to your daily work with the wrinkles of an old man and you return home, trying to exact your "Pound of Flesh" from your wife and lovable children. Can't we solve the problem for you? We do not render you a long bill for our professional attendance. On the contrary, we are only too anxious to help you to be cheerful everywhere you go. We want you to be a "DON JUAN" in society, and a well-respected member in business circles. Just pay a few copper coins, and you will get all the relief you require. We will help you to drive away the evil of this disease—FOR EVER.

SO PLEASE PROVE THE TRUTH OF THE ABOVE BY GETTING A PACKET OF OUR "TIGER BRAND HEADACHE CURE" WHEN OCCASION ARISES.

10 cents per packet.

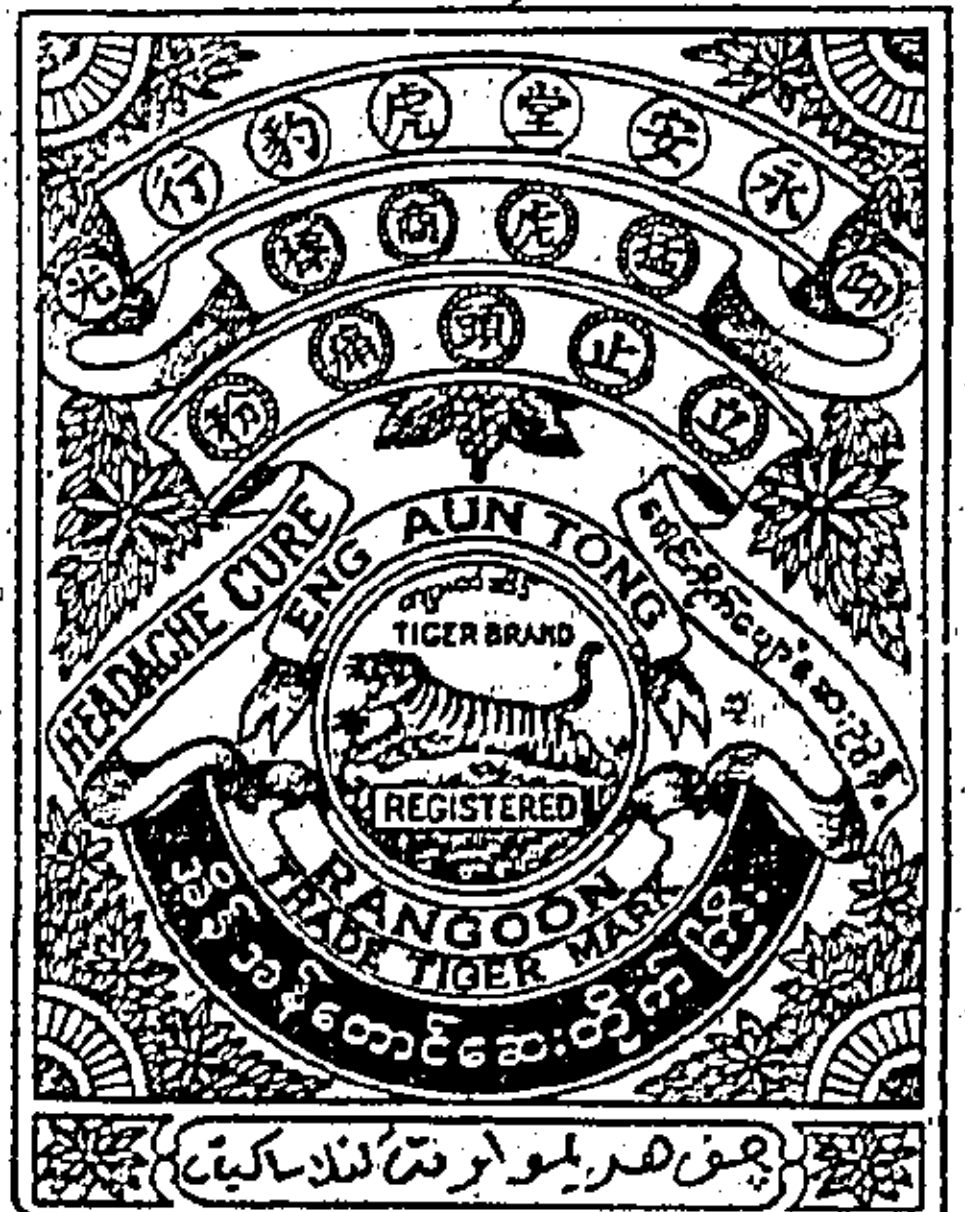
## ENG AUN TONG

THE TIGER MEDICAL HALL  
HEAD OFFICE IN RANGOON, BURMA.

## BRANCH OFFICES.—

HONG KONG—26, Bonham Street, East.

SINGAPORE, SHANGHAI, SWATOW.





## ADVERTISED SAILINGS FROM HONG KONG.

## ALEXANDRIA.

Pres. Van Buren, Dollar, May 5.  
Pres. Hayes, Dollar, May 19.

## AMOI.

Chengtu, B. & S., Apr. 23.  
Hosang, Jardine's, Apr. 23.  
Anhui, B. & S., Apr. 23.  
Hsiangyang, Douglas, Apr. 30.  
Shantung, B. & S., Apr. 30.  
Tjimonok, J.C.J.L., May 3.  
Tjimonok, J.C.J.L., May 4.  
Antung, B. & S., May 5.  
Kutsang, Jardine's, May 5.  
Suisang, Jardine's, May 11.  
Tjikembang, J.C.J.L., May 13.  
Taima, B.I., May 14.  
Tilawa, B.I., May 22.

## ANTWERP.

Nagapore, P. & O., May 4.  
Haruna Maru, N.Y.K., May 4.  
Afrika, Manners, May 14.  
Kamo Maru, N.Y.K., May 15.

## AUSTRALIAN PORTS.

Aki Maru, N.Y.K., Apr. 24.  
Arakura, E. & A., May 8.  
Taiping, B. & S., May 14.  
Kaga Maru, N.Y.K., May 22.

## BALTIC PORTS.

Dessau, Melchers, Apr. 23.  
Coblentz, Melchers, May 4.  
Afrika, Manners, May 14.  
Nanking, Gilman's, May 15.  
Franken, Melchers, May 20.

## BALTIMORE.

Rhexenor, B.F., May 8.  
Onkbank, Bank, May 3.  
City of Lille, Bank, May 18.

## BANGKOK.

Kwangtung, B. & S., Apr. 23.  
Kalgan, B. & S., Apr. 23.  
Chinhua, B. & S., Apr. 30.  
Kiangsu, B. & S., May 3.

## BELAWAN DELL.

Van Heutz, J.C.J.L., Apr. 23.  
Dessau, Melchers, Apr. 23.  
Coblentz, Melchers, May 4.  
Franken, Melchers, May 20.

## BOMBAY.

Alipore, P. & O., Apr. 23.  
Mantua, P. & O., Apr. 27.  
Bengal Maru, N.Y.K., Apr. 27.  
Hakodate Maru, N.Y.K., May 1.  
Kidderpore, P. & O., May 8.  
Tamba Maru, N.Y.K., May 11.

## BOSTON.

Lisbon Maru, N.Y.K., Apr. 29.  
Oakbank, Bank, May 3.  
Pres. Van Buren, Dollar, May 5.  
Rhexenor, B.F., May 8.  
Tsuayama Maru, N.Y.K., May 10.  
Royal Prince, Furness, May 10.  
City of Lille, Bank, May 18.  
Pres. Hayes, Dollar, May 19.

## BREMER.

Dessau, Melchers, Apr. 23.  
Coblentz, Melchers, May 4.  
Franken, Melchers, May 20.

## BRINDISI.

Duchessa d'Aosta, D'well's, Apr. 29.  
Esquilino, D'well's, May 3.

## CALCUTTA.

Tilawa, B.I., Apr. 23.  
Tokushima Maru, N.Y.K., Apr. 29.  
Takliwa, B.I., May 3.  
Malacca Maru, N.Y.K., May 8.  
Kumsang, Jardine's, May 10.  
Takada, B.I., May 11.  
Tilawa, B.I., May 21.

## CEBU.

Golden Hind, States S.S., Apr. 27.  
Wisconsin, States S.S., May 3.

## CHEFOO.

Chengtu, B. & S., Apr. 23.  
Huichow, B. & S., May 11.  
Kueichow, B. & S., May 11.

## COLOMBO.

Alipore, P. & O., Apr. 23.  
Bengal Maru, N.Y.K., Apr. 27.  
Mantua, P. & O., Apr. 27.  
Dessau, Melchers, Apr. 23.  
Glenshiel, Jardine's, May 1.  
Duchessa d'Aosta, D'well's, May 1.  
Hakodate Maru, N.Y.K., May 1.  
Esquilino, D'well's, May 3.  
Haruna Maru, N.Y.K., May 4.  
Coblentz, Melchers, May 4.  
Nagapore, P. & O., May 4.  
Ruh, Jeben, May 4.  
Pres. Van Buren, Dollar, May 5.  
Athos II, M.M., May 7.  
Kidderpore, P. & O., May 8.  
Tokushima Maru, N.Y.K., May 10.  
Tamba Maru, N.Y.K., May 11.  
Kalyan, P. & O., May 11.  
Hector, B.F., May 15.  
Kamo Maru, N.Y.K., May 18.  
Pres. Hayes, Dollar, May 19.  
Franken, Melchers, May 20.  
Vogtland, Jeben, May 21.

## COPENHAGEN.

Afrika, Manners, May 14.  
Nanking, Gilman's, May 15.  
Franken, Melchers, May 20.

## DALNY.

Luchow, B. & S., Apr. 23.  
Duisburg, Jeben, Apr. 23.  
Fulda, Melchers, May 7.

## DUTCH PORTS.

Dessau, Melchers, Apr. 23.  
Menelaus, B.F., Apr. 30.  
Glenshiel, Jardine's, May 1.  
Coblentz, Melchers, May 4.  
Ruh, Jeben, May 4.  
Haruna Maru, N.Y.K., May 4.  
City of Delhi, Bank, May 9.  
Afrika, Manners, May 14.  
Hector, B.F., May 15.  
Nanking, Gilman's, May 15.  
Kamo Maru, N.Y.K., May 18.  
Franken, Melchers, May 20.  
Vogtland, Jeben, May 21.

## FOOCHOW.

Luchow, B. & S., Apr. 23.  
Haiyang, Douglas, Apr. 30.

## GENOA.

Coblentz, Melchers, May 4.  
Ruh, Jeben, May 4.  
Pres. Van Buren, Dollar, May 5.  
Pres. Hayes, Dollar, May 19.  
Franken, Melchers, May 20.  
Tokushima Maru, N.Y.K., May 22.

## GLASGOW.

Hector, B.F., May 15.

## GOTHENBURG.

Afrika, Manners, May 14.  
Nanking, Gilman's, May 15.

## HAIPHONG AND HOIHOW.

Tran, B. & S., Apr. 24.  
Kwangtung, B. & S., Apr. 23.  
Huichow, B. & S., Apr. 27.  
Glenbank, Bank, Apr. 29.  
Chinhua, B. & S., Apr. 30.

## HAMBURG.

Dessau, Melchers, Apr. 23.  
Menelaus, B.F., Apr. 30.  
Glenshiel, Jardine's, May 1.  
Coblentz, Melchers, May 4.  
Ruh, Jeben, May 4.  
City of Delhi, Bank, May 9.  
Afrika, Manners, May 14.  
Nanking, Gilman's, May 15.  
Franken, Melchers, May 20.  
Vogtland, Jeben, May 21.

## HAYEE.

Afrika, Manners, May 14.

## HONOLULU.

Emp. of Russia, C.P.S., May 1.  
Shinyo Maru, N.Y.K., May 1.  
Pres. Jackson, A.M.L., May 7.  
Siberia Maru, N.Y.K., May 15.  
Bokuyo Maru, N.Y.K., May 21.

## ILOILO.

Golden Hind, States S.S., Apr. 27.  
Wisconsin, States S.S., May 3.

## JAPAN PORTS.

Seiyo Maru, N.Y.K., Apr. 24.  
Murotan Maru, N.Y.K., Apr. 29.  
Pelus, B.F., Apr. 26.  
Morea, P. & O., Apr. 26.  
Romolo, Dodwell's, Apr. 27.  
Pembrokehire, Jardine's, Apr. 27.  
Hosang, Jardine's, Apr. 27.  
Rosandra, D'well's, Apr. 27.  
Tilawa, B.I., Apr. 23.  
Delhi, Gilman's, Apr. 23.  
Perseus, Jardine's, Apr. 23.  
Duisburg, Jeben, Apr. 23.  
Atsuta Maru, N.Y.K., Apr. 23.  
Pres. Pierce, Dollar, Apr. 30.  
Emp. of Russia, C.P.S., May 1.  
Shinyo Maru, N.Y.K., May 1.  
Malaya, Manners, May 2.  
Mishima Maru, N.Y.K., May 6.  
Perim, P. & O., May 6.  
Tanda, E. & A., May 7.  
Pres. Jackson, A.M.L., May 7.  
Fulda, Melchers, May 7.  
Sphinx, M.M., May 7.  
Delta, P. & O., May 10.  
Lycan, B.F., May 10.  
Tsuayama Maru, N.Y.K., May 10.  
Suisang, Jardine's, May 11.  
Taima, B.I., May 14.  
Fiume, Dodwell's, May 14.  
Pres. Taft, Dollar, May 15.  
Glenshiel, Jardine's, May 15.  
Siberia Maru, N.Y.K., May 15.  
Sauerland, Jeben, May 16.  
Main, Melchers, May 17.  
Canton, Gilman's, May 19.  
Iyo Maru, N.Y.K., May 20.  
Bokuyo Maru, N.Y.K., May 21.  
Pres. McKinley, A.M.L., May 21.  
Tilawa, B.I., May 22.

## JAVIA PORTS.

Tjikarang, J.C.J.L., Apr. 24.  
Tjitaroom, J.C.J.L., Apr. 24.  
Tjimonok, J.C.J.L., May 4.  
Tjimonok, J.C.J.L., May 8.  
Tjimonok, J.C.J.L., May 13.

## LIVERPOOL.

Tokushima Maru, N.Y.K., May 22.

## LONDON.

Mantua, P. & O., Apr. 27.  
Menelaus, B.F., Apr. 30.  
Glenshiel, Jardine's, May 1.  
Nagapore, P. & O., May 4.  
Haruna Maru, N.Y.K., May 4.  
City of Delhi, Bank, May 9.  
Kalyan, P. & O., May 11.  
Hector, B.F., May 15.  
Kamo Maru, N.Y.K., May 18.

## LOS ANGELES.

Golden Mountain, S.S.S., Apr. 27.  
Shinyo Maru, N.Y.K., May 1.  
Pres. Jackson, A.M.L., May 7.  
Bokuyo Maru, N.Y.K., May 21.  
Pres. McKinley, A.M.L., May 21.

## MANILA.

Aki Maru, N.Y.K., Apr. 24.  
Tjitaroom, J.C.J.L., Apr. 23.  
Pres. Jackson, A.M.L., Apr. 27.  
Wisconsin, States S.S., May 3.  
Coblentz, Melchers, May 4.  
Ruh, Jeben, May 4.  
Pres. Van Buren, Dollar, May 5.  
Pres. Taft, Dollar, May 7.  
Emp. of Asia, C.P.S., May 8.  
Arakura, E. & A., May 8.  
Rhexenor, B.F., May 8.  
Tjimonok, J.C.J.L., May 8.  
Pres. McKinley, A.M.L., May 11.  
Taiping, B. & S., May 14.  
Tjimonok, J.C.J.L., May 15.  
Pres. Hayes, Dollar, May 19.  
Pres. Jackson, A.M.L., May 21.  
Kaga Maru, N.Y.K., May 22.

## MARSEILLES.

Mantua, P. & O., Apr. 27.  
Dessau, Melchers, Apr. 23.  
Menelaus, B.F., Apr. 30.  
Nagapore, P. & O., May 4.  
Haruna Maru, N.Y.K., May 4.  
Pres. Van Buren, Dollar, May 5.  
Athos II, M.M., May 7.  
Kalyan, P. & O., May 11.  
Hector, B.F., May 15.  
Kamo Maru, N.Y.K., May 18.  
Pres. Hayes, Dollar, May 19.  
Franken, Melchers, May 20.  
D'Artagnan, M.M., May 21.  
Tokushima Maru, N.Y.K., May 21.  
Vogtland, Jeben, May 21.

## MELBOURNE.

Haruna Maru, N.Y.K., May 4.  
Pres. Van Buren, Dollar, May 5.  
Pres. Hayes, Dollar, May 19.

## NEW CHINA.

Yunnan, B. & S., Apr. 23.  
Luchow, B. & S., Apr. 23.

## NEW YORK, BOSTON, etc.

Lisbon Maru, N.Y.K., Apr. 29.  
Onkbank, Bank, May 3.  
Pres. Van Buren, Dollar, May 5.  
Rhexenor, B.F., May 8.  
Tsuayama Maru, N.Y.K., May 10.  
Royal Prince, Furness, May 10.  
City of Lille, Bank, May 18.  
Pres. Hayes, Dollar, May 19.

## NORTH CHINA.

Duisburg, Jeben, Apr. 23.  
Malaya, Manners, May 2.  
Tjimonok, J.C.J.L., May 4.  
Fulda, Melchers, May 7.  
Sauerland, Jeben, May 17.

## ORAN.

Dessau, Melchers, Apr. 23.  
Franken, Melchers, May 20.

## OSLO.

Nanking, Gilman's, May 15.

## PANAMA.

Lisbon Maru, N.Y.K., Apr. 29.  
Bokuyo Maru, N.Y.K., May 21.

## PENANG.

Talamba, B.I., Apr. 24.  
Alipore, P. & O., Apr. 24.  
Van Heutz, J.C.J.L., Apr. 23.  
Tilawa, B.I., Apr. 23.  
Bengal Maru, N.Y.K., Apr. 27.  
Mantua, P. & O., Apr. 27.  
Tokushima Maru, N.Y.K., Apr. 29.  
Hakodate Maru, N.Y.K., May 1.  
Takliwa, B.I., May 3.  
Ruh, Jeben, May 4.  
Coblentz, Melchers, May 4.  
Nagapore, P. & O., May 4.  
Arakura, E. & A., May 8.  
Rhexenor, B.F., May 8.  
Tjimonok, J.C.J.L., May 8.  
Pres. McKinley, A.M.L., May 11.  
Taiping, B. & S., May 14.  
Tjimonok, J.C.J.L., May 15.  
Pres. Hayes, Dollar, May 19.  
Franken, Melchers, May 20.  
Vogtland, Jeben, May 21.

## PORT SAID.

Texas, States S.S., May 4.

## RANGOON.

Tokushima Maru, N.Y.K., Apr. 29.  
Takliwa, B.I., May 3.  
Malacca Maru, N.Y.K., May 8.

## SAIGON.

Hangsang, B. & S., Apr. 23.  
Glenbank, Bank, Apr. 29.  
Golden Hind, States S.S., Apr. 27.  
Wisconsin, States S.S., May 3.  
Athos II, M.M., May 7.  
D'Artagnan, M.M., May 21.

## SANDAKAN.

Mausang Jardine's, May 1.  
Arakura, E. & A., May 8.  
Hinsang, Jardine's, May 10.

## SAN FRANCISCO.

Golden Mountain, S.S.S., Apr. 27.  
Shinyo Maru, N.Y.K., May 1.  
Texas, States S.S., May 4.  
Pres. Jackson, A.M.L., May 7.  
Siberia Maru, N.Y.K., May 15.  
Pres. McKinley, A.M.L., May 21.

## SCANDINAVIAN PORTS.

Afrika, Manners, May 14.  
Nanking, Gilman's, May 15.

## SEATTLE.

Pres. Pierce, Dollar, Apr. 30.  
Mishima Maru, N.Y.K., May 6.  
Lyon, B.F., May 11.  
Pres. Taft, Dollar, May 14.  
Iyo Maru, N.Y.K., May 20.

## SHANGHAI.

Kwasang, Jardine's, Apr. 24.  
Seiyo Maru, N.Y.K., Apr. 24.  
Tilawa, B.I., Apr. 23.  
Murotan Maru, N.Y.K., Apr. 29.  
Chengtu, B. & S., Apr. 23.  
Lian, B. & S., Apr. 23.  
Pelus, B.F., Apr. 30.  
Yunnan, B. & S., Apr. 28.  
Romolo, Dodwell's, Apr. 27.  
Pembrokehire, Jardine's, Apr. 27.  
Rosandra, D'well's, Apr. 27.

## SHANGHAI (Continued).

Suiyang, B. & S., Apr. 23.  
Hosang, Jardine's, Apr. 23.  
Luchow, B. & S., Apr. 23.  
Wisconsin, States S.S., May 3.  
Amur Maru due from Japan May 11.  
Angers due from Europe May 21.  
Antiochus due from Europe May 27.  
Arakura due from Japan May 8.  
Asphalion due from Japan June 2.  
Asuku Maru due from Singapore May 27.  
Athos II due from Japan May 7.  
Atsuta Maru due from Singapore Apr. 29.  
Bennevis due from Europe Apr. 23.  
Bengal Maru due from Japan Apr. 23.  
Bessa due from Europe May 20.  
Borneo Maru due from Japan Apr. 23.  
Burgeland left for Manila Apr. 23.  
Canton due from Hamburg May 17.  
Carmarthenshire due from Europe May 27.  
Ceylon Maru due from Singapore Apr. 30.  
Chenonceaux due from Shanghai Apr. 23.  
Chicago Maru due from East Africa May 1.  
Chile left for Singapore Apr. 20.  
City of Glasgow due from Shanghai May 1.  
City of Lille due from Shanghai May 17.  
City of Mobile due May 10.  
City of Newcastle due from New York May 1.  
City of Singapore due from New York May 23.  
Claus Rickmers due May 10.  
Coblentz due from Japan May 4.  
Comiebank due Apr. 28.  
Dardanis due from Singapore May 1.  
D'Artagnan due from Saigon Apr. 23.  
Delhi due from Rotterdam Apr. 24.  
Delta due from Singapore May 9.  
Dessau due from Japan Apr. 23.  
Diomed due from Japan May 28.  
Duchessa d'Aosta due from Japan May 1.  
Duisburg due from Europe Apr. 29.  
Emp. of Asia due from Vancouver May 8.  
Emp. of France due from Vancouver May 27.  
Emp. of Russia due from Manila Apr. 23.  
Esquilino due from Shanghai May 2.  
Eumaeus due from Singapore May 25.  
Euryades left for Singapore Apr. 20.  
Eurypylus due from Shanghai Apr. 20.  
Franken due from Shanghai May 20.  
Ganges Maru left for Japan Apr. 22.  
Ginyo Maru due from Singapore May 11.  
Glaucus left for Shanghai Apr. 18.  
Glenbank due from Europe Apr. 22.  
Gleniffer due from Europe May 15.  
Glenshiel due from Japan May 1.  
Glenbeg due from Shanghai May 29.  
Hakata Maru due from Japan May 5.  
Haruna Maru due from Japan Apr. 19.  
Hector due from Shanghai May 15.  
Himlaya Maru due from Japan May 8.  
Hinsang due from Sandakan May 10.  
Honolulu Maru due from Japan May 4.  
Hosang due from Straits Apr. 23.  
Huichow due from Shanghai Apr. 24.  
Ichio Maru due from Sydney Mar. 24.  
Ixon due from Japan Apr. 30.  
Iyo Maru due from Singapore May 6.  
Joyce, arrived from Singapore Apr. 15.  
Kaga Maru due from Japan May 21.  
Kalyan due from Shanghai May 11.  
Kamo Maru due from Japan May 17.  
Karmala left for Singapore Apr. 19.  
Katori Maru due from Shanghai May 31.  
Khiva arrived London Apr. 20.  
Khyber arrived Marseilles Apr. 20.  
Kidderpore left for Shanghai Apr. 2.  
Kitano Maru left for Singapore Apr. 19.  
La Plata Maru arrived from Shanghai Apr. 22.

## SINGAPORE.

Talamba, B.I., Apr. 24.  
Alipore, P. & O., Apr. 23.  
Kwangtung, B. & S., Apr. 23.  
Van Heutz, J.C.J.L., Apr. 23.  
Tilawa, B.I., Apr. 23.  
Bengal Maru, N.Y.K., Apr. 27.  
Mantua, P. & O., Apr. 27.  
Dessau, Melchers, Apr. 23.  
Anhui, B. & S., Apr. 23.  
Tokushima Maru, N.Y.K., Apr. 29.  
Ajanta Maru, N.Y.K., Apr. 20.  
Menelaus, B.F., Apr. 30.  
Hakodate Maru, N.Y.K., May 1.  
Glenshiel, Jardine's, May 1.  
Takliwa, B.I., May 3.  
Haruna Maru, N.Y.K., May 4.  
Ruh, Jeben, May 4.  
Coblentz, Melchers, May 4.  
Nagapore, P. & O., May 4.  
Arakura, E. & A., May 8.  
Rhexenor, B.F., May 8.  
Tjimonok, J.C.J.L., May 8.  
Pres. McKinley, A.M.L., May 11.  
Taiping, B. & S., May 14.  
Tjimonok, J.C.J.L., May 15.  
Pres. Hayes, Dollar, May 19.  
Franken, Melchers, May 20.  
Vogtland, Jeben, May 21.

## SOUTH AFRICAN PORTS.

Hakata Maru, N.Y.K., May 6.

## SOUTH AMERICAN PORTS.

Hakata Maru, N.Y.K., May 6.

## SWATOW.

Kwasang, Jardine's, Apr. 24.  
Linan, B. & S., Apr. 23.  
Anhui, B. & S., Apr. 23.  
Kalgan, B. & S., Apr. 23.  
Suiyang, B. & S., Apr. 23.  
Hosang, Jardine's, Apr. 23.  
Ninghai, B. & S., May 2.  
Antung, B. & S., May 5.  
Kiangsu, B. & S., May 5.  
Hangsang, Jardine's, May 5.  
Sunning, B. & S., May 5.  
Waishang, Jardine's, May 8.

## TAKAO.

Duisburg, Jeben, Apr. 23.  
Sauerland, Jeben, May 17.

## TIENTSIN.

Chengtu, B. & S., Apr. 23.  
Cheongshing, Jardine's, Apr. 27.  
Comiebank, Bank, Apr. 27.  
Huichow, B. & S., May 1.  
Fulda, Melchers, May 7.  
Main, Melchers, May 17.

## TRIESTE AND VENICE.

Duchessa d'Aosta, D'well's, Apr. 29.  
Esquilino, D'well's, May 3.

## TUNGTAO.

Kwasang, Jardine's, Apr. 24.  
Duisburg, Jeben, Apr. 23.  
Anhui, B. & S., Apr. 23.  
Suiyang, B. & S., Apr. 23.  
Hosang, Jardine's, Apr. 23.  
Shantung, B. & S., Apr. 23.  
Yatsing, Jardine's, May 1.  
Sunning, B. & S., May 5.  
Hangsang, Jardine's, May 5.  
Waishang, Jardine's, May 8.  
Main, Melchers, May 17.

## VANCOUVER, B.C.

Emp. of Russia, C.P.S., May 1.  
Ixon, B.F., May 11.  
Emp. of Asia, C.P.S., May 15.

## VICTORIA, B.C.

Pres. Pierce, Dollar, Apr. 30.  
Emp. of Russia, C.P.S., May 1.  
Mishima Maru, N.Y.K., May 6.  
Lyon, B.F., May 11.  
Pres. Taft, Dollar, May 14.  
Emp. of Asia, C.P.S., May 15.  
Iyo Maru, N.Y.K., May 20.

## EXPECTED ARRIVALS AND MOVEMENTS. CONSIGNEE NOTICES.

## Aeneas due from Europe May 9.

Afrika due from Shanghai May 14.  
Aki Maru due from Japan Apr. 23.  
Alipore due from Shanghai Apr. 24.  
Amur Maru due from Japan May 11.

Angers due from Europe May 21.  
Antiochus due from Europe May 27.

Arakura due from Japan May 8.  
Asphalion due from Japan June 2.  
Asuku Maru due from Singapore May 27.

Athos II due from Japan May 7.  
Atsuta Maru due from Singapore Apr. 29.

Bennevis due from Europe Apr. 23.  
Bengal Maru due from Japan Apr. 23.

Bessa due from Europe May 20.  
Borneo Maru due from Japan Apr. 23.

Burgeland left for Manila Apr. 23.  
Canton due from Hamburg May 17.

Carmarthenshire due from Europe May 27.  
Ceylon Maru due from Singapore Apr. 30.

Chenonceaux due from Shanghai Apr. 23.  
Chicago Maru due from East Africa May 1.

Chile left for Singapore Apr. 20.  
City of Glasgow due from Shanghai May 1.

City of Lille due from Shanghai May 17.  
City of Mobile due May 10.

City of Newcastle due from New York May 1.  
City of Singapore due from New York May 23.

Claus Rickmers due May 10.  
Coblentz due from Japan May 4.



# CHINA NAVIGATION COMPANY, LIMITED.

|                                                        |             |              |         |
|--------------------------------------------------------|-------------|--------------|---------|
| HONGKONG & HAIKONG                                     | "TEAN"      | On 24th Apr. | 11 a.m. |
| SWATOW & SHANGHAI                                      | "LINAN"     | On 25th Apr. | 8 a.m.  |
| HONGKONG, SINGAPORE & BANGKOK                          | "KWANGTUNG" | On 25th Apr. | Noon    |
| SAIGON                                                 | "HANYANG"   | On 25th Apr. | Noon    |
| AMOI, SWATOW, CHENGTOO & TIENTSIN                      | "CHENGTOO"  | On 25th Apr. | 3 p.m.  |
| SHANGHAI & NEWCOWANG                                   | "YUNNAN"    | On 26th Apr. | Noon    |
| HONGKONG, PAKHOI & HAIKONG                             | "HUPEH"     | On 27th Apr. | 10 a.m. |
| SWATOW, SHANGHAI & TIENTSIN                            | "SUIYANG"   | On 28th Apr. | 8 a.m.  |
| AMOI, SWATOW & SINGAPORE                               | "ANHUI"     | On 28th Apr. | 8 a.m.  |
| SWATOW & BANGKOK                                       | "KALCAN"    | On 28th Apr. | Noon    |
| FOOCHOW, SINGAPORE, SWATOW, HAIKONG, NEWCOWANG & DALRY | "LEOHOW"    | On 28th Apr. | 3 p.m.  |
| HONGKONG & BANGKOK                                     | "CHINCHUA"  | On 30th Apr. | 10 a.m. |
| AMOI, SHANGHAI & TIENTSIN                              | "SHANTUNG"  | On 30th Apr. | 5 p.m.  |
| WATWAI, CHENGTOO & TIENTSIN                            | "HUICHOW"   | On 1st May   | 10 a.m. |
| SWATOW & SHANGHAI                                      | "NINGHAI"   | On 2nd May   | 10 a.m. |
| SWATOW, SHANGHAI & TIENTSIN                            | "SUNNING"   | On 5th May   | 8 a.m.  |
| AMOI, SWATOW & SINGAPORE                               | "ANTUNG"    | On 5th May   | 8 a.m.  |
| SWATOW & BANGKOK                                       | "KIANGSU"   | On 5th May   | Noon    |
| WATWAI, CHENGTOO & TIENTSIN                            | "KUEICHOW"  | On 9th May   | 8 a.m.  |

SAILINGS SUBJECT TO ALTERATION.

For Freight or Passage apply to— BUTTERFIELD &amp; SWIRE, Agents.

CARGO AND BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD &amp; SWIRE.

## AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTE" &amp; "TAIPING"

THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports. EXCELLENT &amp; MOST UP-TO-DATE FIRST &amp; SECOND CLASS PASSENGER ACCOMMODATION. HONGKONG TO SYDNEY—19 DAYS.

| STEAMERS | Days Home Koro | Days to Sail |
|----------|----------------|--------------|
| TAIPING  | 14th May       | 18th June    |
| CHANGTE  | 11th June      | 16th July    |
| TAIPING  | 9th July       |              |

For Freight and Passage Apply to— BUTTERFIELD &amp; SWIRE, Agents.

## NEW YORK, BOSTON AND BALTIMORE

JOINT SERVICE OF THE

"BLUE FUNNEL LINE"

OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO. LTD. AND AMERICAN &amp; MANCHURIAN LINE (ELLERMAN &amp; BUCKNALL S.S. CO. LTD.)

Sailings from Hong Kong.

|                          |                |           |
|--------------------------|----------------|-----------|
| S.S. "RHEXENOR"          | via Suez Canal | 8th May   |
| S.S. "CITY OF LILLE"     | via Suez Canal | 18th May  |
| S.S. "NELEUS"            | via Suez Canal | 5th June  |
| S.S. "CITY OF SINGAPORE" | via Suez Canal | 14th June |

Steamers proceed via Suez Canal or Panama Canal at Owners' option. Subject to Change without Notice.

For Freight and Particulars apply to— BUTTERFIELD &amp; SWIRE, or THE BANK LINE, LTD., HONG KONG HONG KONG &amp; CANTON, JARDINE, MATHESON &amp; Co., Ltd., CANTON.

## PRINCE LINE

IMPROVED SERVICE

TO BOSTON

AND NEW YORK

|                        |           |
|------------------------|-----------|
| T.S. "ROYAL PRINCE"    | May 10th  |
| T.S. "IMPERIAL PRINCE" | June 6th  |
| M.V. "JAVANESE PRINCE" | June 20th |

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165.

(Incorporated in Great Britain)

Telegrams: Furnprince

King's Building.

[18]



FRENCH MAIL STEAMERS

| Sailings from Hong Kong                                                         |           | Sailings to Yokohama via Shanghai and Kobe |           |
|---------------------------------------------------------------------------------|-----------|--------------------------------------------|-----------|
| To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said. |           | To YOKOHAMA via Shanghai and Kobe          |           |
| ATHOS II                                                                        | 7th May   | SPHINX                                     | 7th May   |
| DARTAGNAN                                                                       | 21st May  | ANGERS                                     | 21st May  |
| SPHINX                                                                          | 4th June  | ANDRE LEBON                                | 4th June  |
| ANGERS                                                                          | 18th June | G. METZINGER                               | 18th June |
| ANDRE LEBON                                                                     | 2nd July  | PORTHOS                                    | 2nd July  |
| G. METZINGER                                                                    | 16th July | CHENONCEAUX                                | 16th July |
| PORTHOS                                                                         | 30th July | ATHOS II                                   | 30th July |
| CHENONCEAUX                                                                     | 13th Aug. | DARTAGNAN                                  | 13th Aug. |

We can issue Through Tickets to Egypt, Syrian Ports, East Africa, Madagascar by Transshipment on our Mail Steamers at Port-Said, or Dairen.

For DUNKIRK via Port-Said, OZAM, CARRANGLA, HAMBURG, ROTTERDAM, (ANTWERP).

For Full Particulars, apply to—

Cie. des MESSAGERIES MARITIMES.

Telephone: C. 651 and 740

3, QUEEN'S BUILDING.

## ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

| APRIL 22, 1929. |                      |                           |         |             |          |              |                  |           |                      |                      |                           |         | APRIL 23, 1929. |          |              |                  |           |                      |  |  |  |  |  |  |  |
|-----------------|----------------------|---------------------------|---------|-------------|----------|--------------|------------------|-----------|----------------------|----------------------|---------------------------|---------|-----------------|----------|--------------|------------------|-----------|----------------------|--|--|--|--|--|--|--|
| STATION         | Hour<br>Line<br>Time | BAROMETR.<br>AT SEA LEVEL |         | TEMPERATURE | HUMIDITY | WIND         |                  |           | WAVELENGTH<br>(Feet) | Hour<br>Line<br>Time | BAROMETR.<br>AT SEA LEVEL |         | TEMPERATURE     | HUMIDITY | WIND         |                  |           | Hour<br>Line<br>Time |  |  |  |  |  |  |  |
|                 |                      | Inches                    | Millis. |             |          | Wind<br>Line | Force<br>(Miles) | Direction |                      |                      | Inches                    | Millis. |                 |          | Wind<br>Line | Force<br>(Miles) | Direction |                      |  |  |  |  |  |  |  |
| Wladivostok     | 12                   | 29.87                     | 758.6   | 56          | ...      | N            | 4                | ...       | ...                  | 6                    | 29.84                     | 757.8   | 37              | ...      | NW           | 0                | ...       |                      |  |  |  |  |  |  |  |
| Nemuro          | 11                   | 29.37                     | 746.0   | ...         | ...      | WNW          | 4                | ...       | ...                  | 5                    | 29.78                     | 758.5   | ...             | ...      | NW           | 3                | ...       |                      |  |  |  |  |  |  |  |
| Hokodate        | "                    | 29.37                     | 746.0   | ...         | ...      | NNE          | 1                | ...       | ...                  | ...                  | 30.04                     | 763.0   | ...             | ...      | NW           | 1                | ...       |                      |  |  |  |  |  |  |  |
| Tokio           | "                    | 29.69                     | 754.0   | ...         | ...      | NW           | 2                | ...       | ...                  | ...                  | 30.18                     | 768.5   | ...             | ...      | WNW          | 1                | ...       |                      |  |  |  |  |  |  |  |
| Kochi           | "                    | 30.04                     | 763.0   | ...         | ...      | WNW          | 2                | ...       | ...                  | ...                  | 30.34                     | 770.5   | ...             | ...      | WSW          | 1                | ...       |                      |  |  |  |  |  |  |  |
| Nagasaki        | "                    | 30.18                     | 766.5   | ...         | ...      | NW           | 2                | ...       | ...                  | ...                  | 30.30                     | 769.5   | ...             | ...      | NW           | 1                | ...       |                      |  |  |  |  |  |  |  |
| Kagoshima       | "                    | 30.16                     | 766.0   | ...         | ...      | NNE          | 2                | ...       | ...                  | ...                  | 30.30                     | 769.5   | ...             | ...      | S            | 1                | ...       |                      |  |  |  |  |  |  |  |
| Oshima          | "                    | 30.20                     | 767.0   | ...         | ...      | N            | 3                | ...       | ...                  | ...                  | 30.24                     | 768.0   | ...             | ...      | ENE          | 1                | ...       |                      |  |  |  |  |  |  |  |
| Naha            | "                    | 30.18                     | 766.5   | ...         | ...      | NE           | 2                | ...       | ...                  | ...                  | 30.18                     | 766.5   | ...             | ...      | SE           | 1                | ...       |                      |  |  |  |  |  |  |  |
| Ishigakijima    | "                    | 30.16                     | 766.0   | ...         | ...      | WNW          | 1                | ...       | ...                  | ...                  | 30.12                     | 765.0   | ...             | ...      | NNE          | 1                | ...       |                      |  |  |  |  |  |  |  |
| Boni Island     | "                    | 30.04                     | 763.0   | ...         | ...      | E            | 6                | ...       | ...                  | 6                    | 30.18                     | 766.5   | ...             | ...      | SE           | 1                | ...       |                      |  |  |  |  |  |  |  |
| Chefoo          | 15                   | 29.85                     | 758.4   | 68          | 56       | SE           | 4                | b         | h                    | 6                    | 29.78                     | 758.1   | 66              | 81       | SSE          | 0                | b         |                      |  |  |  |  |  |  |  |
| Shanghai        | 14                   | 30.10                     | 764.4   | 68          | 32       | ESE          | 4                | b         | h                    | 6                    | 30.02                     | 762.6   | 65              | 71       | SSE          | 6                | b         |                      |  |  |  |  |  |  |  |
| Gutzlaff        | "                    | 30.18                     | 766.6   | 60          | 49       | SSE          | 6                | b         | h                    | 6                    | 30.11                     | 764.8   | 58              | 90       | SSE          | 1                | of        |                      |  |  |  |  |  |  |  |
| Sharp Peak      | "                    | 30.08                     | 764.1   | 67          | 72       | E            | 2                | b         | h                    | 6                    | 29.94                     | 760.5   | 63              | 78       | NW           | 1                | of        |                      |  |  |  |  |  |  |  |
| Amoy            | "                    | ...                       | 74      | 76          | ENE      | 4            | b                | h         | 6                    | 6                    | 30.07                     | 763.8   | 64              | 76       | NNW          | 4                | ...       |                      |  |  |  |  |  |  |  |
| Swatow          | "                    | 30.05                     | 763.2   | 68          | 95       | E            | 2                | b         | h                    | 6                    | ...                       | ...     | ...             | ...      | ...          | ...              | ...       |                      |  |  |  |  |  |  |  |
| Taihu           | 11                   | 30.12                     | 765.0   | 77          | 54       | E            | 4                | b         | b                    | ...                  | 30.06                     | 763.8   | 61              | 85       | SE           | 2                | c         |                      |  |  |  |  |  |  |  |
| Taichu          | "                    | 30.08                     | 764.1   | 79          | ...      | ...          | 0                | b         | b                    | ...                  | 30.07                     | 763.8   | 63              | ...      | ...          | 0                | of        |                      |  |  |  |  |  |  |  |
| Tainan          | "                    | 30.06                     | 763.5   | 79          | ...      | SW           | 4                | b         | b                    | ...                  | 30.04                     | 762.9   | 63              | ...      | ...          | 2                | ...       |                      |  |  |  |  |  |  |  |
| Koshu           | "                    | 30.04                     | 762.9   | 77          | ...      | NE           | 4                | b         | b                    | ...                  | 30.05                     | 763.2   | 70              | ...      | NE           | 2                | ...       |                      |  |  |  |  |  |  |  |
| Pescadores      | "                    | 30.07                     | 763.8   | 77          | ...      | NNE          | 6                | b         | ...                  | 6                    | 30.04                     | 762.9   | 68              | ...      | NNE          | 3                | ...       |                      |  |  |  |  |  |  |  |
| Hong Kong       | 14                   | 30.01                     | 762.2   | 71          | 69       | E            | 3                | o         | ...                  | 6                    | 30.02                     | 762.5   | 69              | 82       | E            | 5                | c         |                      |  |  |  |  |  |  |  |
| Gap Rock        | "                    | 29.90                     | 761.7   | 77          | ...      | ENE          | 5                | ...       | ...                  | ...                  | 19.99                     | 761.7   | ...             | ...      | E            | ...              | ...       |                      |  |  |  |  |  |  |  |
| Macao           | "                    | 30.06                     | 763.5   | 77          | 68       | ESE          | 2                | ...       | ...                  | ...                  | 30.03                     | 763.2   | 73              | 86       | ESE          | 2                | ...       |                      |  |  |  |  |  |  |  |
| Haihow          | "                    | ...                       | ...     | ...         | ...      | ...          | ...              | ...       | ...                  | ...                  | 29.98                     | 761.4   | 74              | 80       | ENE          | 5                | c         |                      |  |  |  |  |  |  |  |
| Pratas Island   | ...                  | 29.97                     | 761.2   | 79          | 66       | ENE          | 6                | c         | of                   | 7                    | 29.97                     | 761.1   | 70              | 100      | NE           | 2                | of        |                      |  |  |  |  |  |  |  |
| Phulien         | 15                   | 29.93                     | 760.9   | 77          | 72       | E            | 6                | ...       | ...                  | ...                  | 29.92                     | 759.9   | 72              | ...      | NE           | 4                | of        |                      |  |  |  |  |  |  |  |
| Tourane         | "                    | 29.86                     | 758.4   | 81          | ...      | ESE          | 2                | b         | ...                  | ...                  | 29.83                     | 758.1   | 79              | ...      | ENE          | 4                | ...       |                      |  |  |  |  |  |  |  |
| Cape St. James  | "                    | ...                       | ...     | ...         | ...      | ...          | ...              | ...       | ...                  | ...                  | 29.95                     | 761.7   | 73              | 71       | ...          | 0                | ...       |                      |  |  |  |  |  |  |  |
| Basco           | 14                   | 29.58                     | 761.5   | 73          | 62       | NE           | 4                | ...       | ...                  | 6                    | 29.58                     | 760.3   | 73              | 91       | ...          | 0                | ...       |                      |  |  |  |  |  |  |  |
| Apurri          | "                    | 29.54                     | 760.5   | 73          | 86       | NE           | 4                | ...       | ...                  | ...                  | 29.57                     | 761.1   | 73              | 91       | N            | 1                | ...       |                      |  |  |  |  |  |  |  |
| Tinguegarao     | "                    | 29.69                     | 759.3   | 81          | 50       | N            | 4                | ...       | ...                  | ...                  | 29.86                     | 758.4   | 83              | 63       | E            | 1                | ...       |                      |  |  |  |  |  |  |  |
| Vigan           | "                    | 29.79                     | 756.6   | 86          | 52       | WNW          | 4                | b         | ...                  | ...                  | 29.89                     | 759.3   | 73              | 96       | ...          | 0                | ...       |                      |  |  |  |  |  |  |  |
| Manila          | "                    | 29.80                     | 756.9   | 90          | 55       | NE           | 4                | ...       | ...                  | ...                  | 29.86                     | 758.4   | 75              | 96       | ...          | ...              | ...       |                      |  |  |  |  |  |  |  |
| Lepang          | "                    | 29.79                     | 756.6   | 90          | 63       | ENE          | 4                | ...       | ...                  | ...                  | 29.89                     | 759.3   | 73              | 96       | ...          | ...              | ...       |                      |  |  |  |  |  |  |  |
| Calbayog        | "                    | 29.78                     | 756.3   | 84          | 81       | WSW          | 4                | ...       | ...                  | ...                  | 29.86                     | 758.4   | 77              | 92       | NW           | 1                | b         |                      |  |  |  |  |  |  |  |
| Talibon         | "                    | 29.78                     | 756.3   | 86          | 68       | SE           | 2                | ...       | ...                  | ...                  | 29.84                     | 757.8   | 77              | 96       | NE           | 4                | b         |                      |  |  |  |  |  |  |  |
| Holo            | "                    | 29.75                     | 755.7   | 90          | 57       | NE           | 6                | ...       | ...                  | ...                  | 29.84                     | 757.8   | 77              | 94       | N            | 1                | b         |                      |  |  |  |  |  |  |  |
| Cebu            | "                    | 29.75                     | 755.7   | 90          | 51       | NE           | 4                | ...       | ...                  | ...                  | 29.84                     | 757.8   | 73              | 96       | ...          | 0                | b         |                      |  |  |  |  |  |  |  |
| Surigao         | "                    | 29.76                     | 756.0   | 86          | 71       | E            | 2                | ...       | ...                  | ...                  | 29.84                     | 757.8   | 73              | 96       | ...          | ...              | ...       |                      |  |  |  |  |  |  |  |
| Saipan          | "                    | ...                       | ...     | ...         | ...      | ...          | ...              | ...       | ...                  | 5                    | ...                       | ...     | ...             | ...      | ...          | ...              | ...       |                      |  |  |  |  |  |  |  |
| Guam            | 12.22                | 29.74                     | 755.4   | ...         | ...      | E            | 4                | ...       | 4.22                 | ...                  | 29.81                     | 757.2   | ...             | ...      | SE           | 2                | r         |                      |  |  |  |  |  |  |  |
| Yap             | 11.00                | 29.80                     | 756.9   | ...         | ...      | E            | 4                | ...       | 5                    | ...                  | ...                       | ...     | ...             | ...      | ...          | ...              | ...       |                      |  |  |  |  |  |  |  |
| Pelew           | "                    | ...                       | ...     | ...         | ...      | ...          | ...              | ...       | ...                  | ...                  | ...                       | ...     | ...             | ...      | ...          | ...              | ...       |                      |  |  |  |  |  |  |  |
| Ponape          | "                    | ...                       | ...     | ...         | ...      | ...          | ...              | ...       | ...                  | ...                  | ...                       | ...     | ...             | ...      | ...          | ...              | ...       |                      |  |  |  |  |  |  |  |
| Labuan          | 14                   | 29.77                     | 756.1   | 88          | 84       | NE           | 4                | b         | ...                  | 6                    | 29.82                     | 757.4   | 78              | 86       | NE           | 2                | b         |                      |  |  |  |  |  |  |  |

April 23d. 11h. 20m.—An anticyclone has moved eastward to South Japan, the depression near Nemuro yesterday having passed into the Pacific. The continental depression has reached the Gulf of Pechili. Fresh monsoon will prevail over the N. China Sea.  
 Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1, 1928 inches, against an average of 10.04 inches.

### FORECAST FOR THE 24 HOURS ENDING AT NOON ON THE 24TH.

| District                                              | Forecast                  |
|-------------------------------------------------------|---------------------------|
| 1.—Formosa Channel                                    | E. winds, moderate; fair. |
| 2.—South coast of China between Hong Kong and Lamocks |                           |
| 3.—Hong Kong to Gap Rock                              |                           |
| 4.—South coast of China between Hong Kong and Hainan  |                           |

C. W. JEFFRIES, Director.

### HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, April 23.

|             | Previous Day at 4 p.m. | On Date at 10 a.m. | On Date at 4 p.m. |
|-------------|------------------------|--------------------|-------------------|
| Barometer   | 29.99                  | 30.07              | 29.99             |
| Temperature | 72                     | 71                 | 73                |
| Humidity    | 65                     | 77                 | 71                |
| Wind        | ENE                    | ENE                | E                 |
| Direction   | ENE                    | ENE                | E                 |
| Force       | 3                      | 3                  | 4                 |
| Weather     | C                      | 0                  | OD                |
| Rain        | 0.00                   | 0.00               | 0.00              |

Highest open-air Temperature, 73.72

Lowest open-air Temperature, 23.69

B—Blue sky; C—Cloudy; D—Drizzle; P—Fog; L—Lightning; M—Mist; O—Overcast; P—Passing showers; Q—Squalls; R—Rain; T—Thunder.

\$7.50

will keep you in touch with Hong Kong news for six months

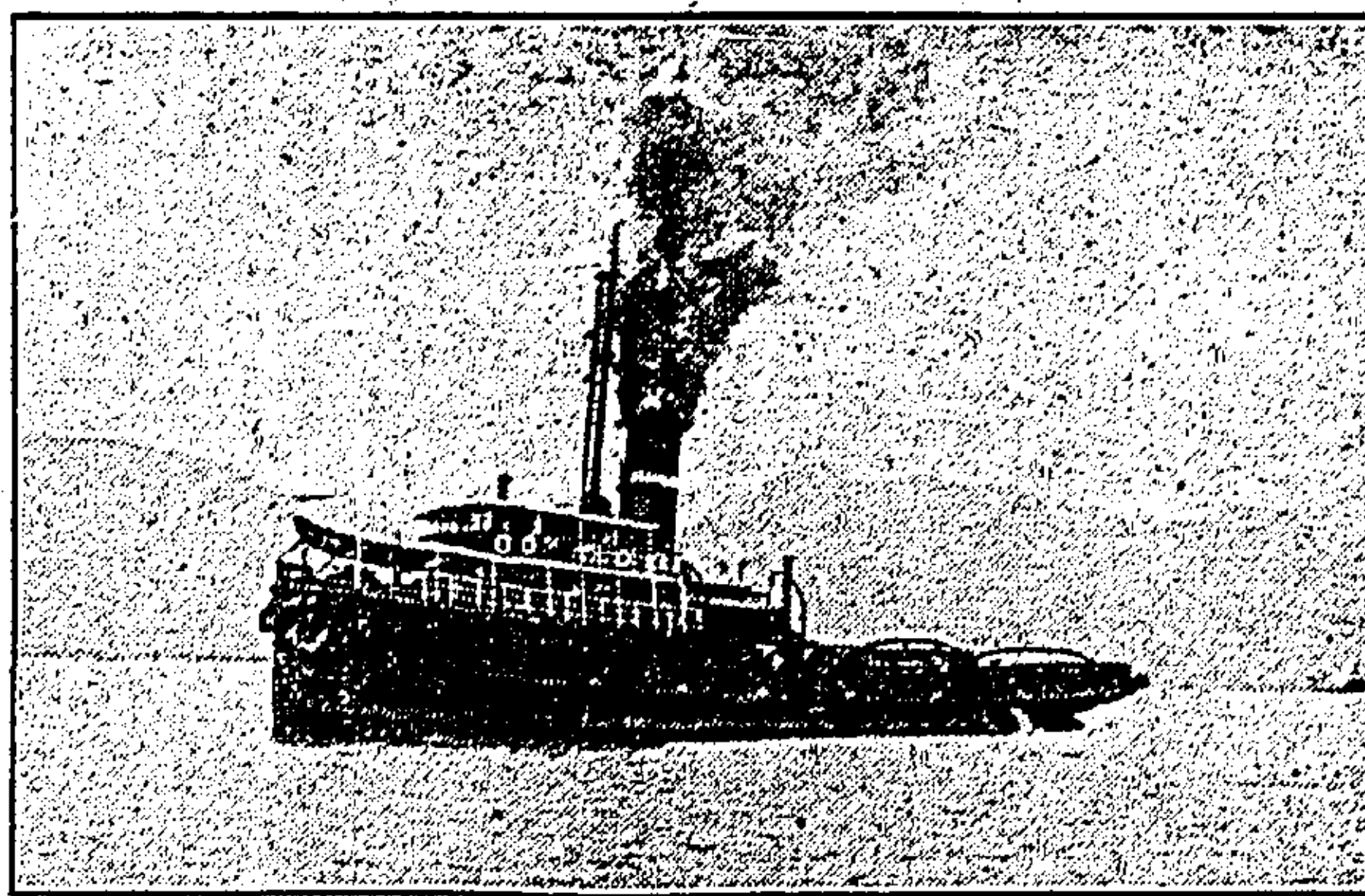
AFTER YOU GO AWAY

and you will certainly want to know what is happening. Send an order for the Weekly Press to be sent to you. We, at 11, Ice House Street, will do the rest.

## THE HONG KONG & WHAMPOA DOCK COMPANY, LIMITED.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONG KONG.  
 Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition; Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron, Steel and Brass Founders, Forge Masters, Electricians.



Steel Twin-Screw Ocean-going Tug and Salvage Steamer  
 "Henry Keswick"

Built, engine and equipped complete by The Hong Kong & Whampoa Dock Co., Ltd., Hong Kong, for their own service, 1921. Length 165' B.P., Breadth 34' (m), Depth 17' (m), I.H.P. 2,000. Fitted with electrically driven submersible and centrifugal pumps, air compressor, wireless, searchlight and all modern appliances for Salvage Works. Please address enquiries to the Chief Manager.

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATION

| To                                   | STEAMSHIP                                           | DATE                                                                                                       |
|--------------------------------------|-----------------------------------------------------|------------------------------------------------------------------------------------------------------------|
| TSINGTAU via SWATOW<br>& SHANGHAI    | "HOPSANG"<br>"YATSHING"<br>"KANGSANG"<br>"WAISHING" | Sun. 28th Apr., at 7 a.m.<br>Wed. 1st May, at 7 a.m.<br>Sun. 4th May, at 7 a.m.<br>Wed. 8th May, at 7 a.m. |
| OSAKA via AMOI, MOJI<br>& KOBE       | "HOSANG"<br>"SUISANG"                               | Satur., 27th Apr., at 7 a.m.<br>Satur., 11th May, at 7 a.m.                                                |
| OSAKA via AMOI, SHAL,<br>MOJI & KOBE | "KUTSANG"                                           | Sun., 5th May, at 7 a.m.                                                                                   |
| STRAITS & CALCUTTA                   | "KUMSANG"                                           | Fri., 10th May, at 3 p.m.                                                                                  |
| SANDAKAN                             | "MAUSANG"<br>"RINSANG"                              | Wed., 1st May, at 3 p.m.<br>Fri., 10th May, at 3 p.m.                                                      |
| TIENTSIN                             | "CHEONGSHING"                                       | Satur., 27th Apr., at 7 a.m.                                                                               |
| CANTON                               | "HOPSANG"                                           | Wed., 24th Apr., at 5 p.m.                                                                                 |



## CANADIAN PACIFIC

SHORTEST AND QUICKEST ROUTE ACROSS THE PACIFIC  
TO VICTORIA AND VANCOUVER17 Days Hong Kong-Vancouver, 14 Days Shanghai-Vancouver  
11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver

|                    | Hong Kong | Shanghai | Kobe     | Yokohama | Vancouver |
|--------------------|-----------|----------|----------|----------|-----------|
| Leave              | Leave     | Leave    | Leave    | Leave    | Arrive    |
| EMPERESS OF RUSSIA | May 1     | May 4    | May 7    | May 9    | May 18    |
| EMPERESS OF ASIA   | May 15    | May 18   | May 21   | May 23   | May 22    |
| EMPERESS OF FRANCE | May 28    | June 1   | June 4   | June 6   | June 13   |
| EMPERESS OF RUSSIA | June 11   | June 14  | June 17  | June 19  | June 27   |
| EMPERESS OF ASIA   | June 18   | June 21  | June 24  | June 26  | July 3    |
| EMPERESS OF FRANCE | June 25   | June 28  | July 1   | July 3   | July 10   |
| EMPERESS OF RUSSIA | July 2    | July 5   | July 8   | July 10  | July 17   |
| EMPERESS OF ASIA   | July 9    | July 12  | July 15  | July 17  | July 24   |
| EMPERESS OF FRANCE | July 16   | July 19  | July 22  | July 24  | July 31   |
| EMPERESS OF RUSSIA | Aug. 23   | Aug. 26  | Aug. 29  | Aug. 31  | Sept. 7   |
| EMPERESS OF ASIA   | Aug. 30   | Sept. 2  | Sept. 5  | Sept. 7  | Sept. 14  |
| EMPERESS OF FRANCE | Sept. 6   | Sept. 9  | Sept. 12 | Sept. 14 | Sept. 21  |
| EMPERESS OF RUSSIA | Sept. 13  | Sept. 16 | Sept. 19 | Sept. 21 | Sept. 28  |
| EMPERESS OF ASIA   | Sept. 20  | Sept. 23 | Sept. 26 | Sept. 28 | Oct. 5    |
| EMPERESS OF FRANCE | Sept. 27  | Oct. 1   | Oct. 4   | Oct. 6   | Oct. 13   |
| EMPERESS OF RUSSIA | Oct. 4    | Oct. 7   | Oct. 10  | Oct. 12  | Oct. 19   |
| EMPERESS OF ASIA   | Oct. 11   | Oct. 14  | Oct. 17  | Oct. 19  | Oct. 26   |
| EMPERESS OF FRANCE | Oct. 18   | Oct. 21  | Oct. 24  | Oct. 26  | Nov. 2    |
| EMPERESS OF RUSSIA | Oct. 25   | Oct. 28  | Oct. 31  | Nov. 2   | Nov. 9    |
| EMPERESS OF ASIA   | Nov. 1    | Nov. 4   | Nov. 7   | Nov. 9   | Nov. 16   |
| EMPERESS OF FRANCE | Nov. 8    | Nov. 11  | Nov. 14  | Nov. 16  | Nov. 23   |
| EMPERESS OF RUSSIA | Nov. 15   | Nov. 18  | Nov. 21  | Nov. 23  | Nov. 30   |
| EMPERESS OF ASIA   | Nov. 22   | Nov. 25  | Nov. 28  | Dec. 1   | Dec. 8    |
| EMPERESS OF FRANCE | Nov. 29   | Dec. 2   | Dec. 5   | Dec. 7   | Dec. 14   |

E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai.

Connecting Canadian Pacific Atlantic sailings from Montreal and Quebec  
every few days to Liverpool, Southampton, Glasgow,  
Antwerp, Cherbourg and Hamburg.

## HONG KONG-MANILA SERVICE

| Leave Hong Kong | Arrive Manila | Leave Manila | Arrive Hong Kong |
|-----------------|---------------|--------------|------------------|
| May 8           | May 10        | May 10       | May 12           |
| May 28          | May 30        | May 31       | June 2           |

## CANADIAN PACIFIC EXPRESS

TRAVELLERS' CHEQUES  
PAYABLE THE WORLD OVER.

THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department: Tel. C. 752. Cables: "GACANPAO."

Freight and Express: Tel. C. 42. Cables: "NAUTILUS"

## N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES.  
2190, 2112, 2110, 2102, 2283, VIA SAN FRANCISCO.  
2355, 2301-10, VIA JAPAN AND SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports &amp; Honolulu.

SHINYO MARU ... Wednesday, 1st May

SIBERIA MARU ... Wednesday, 15th May

SEATTLE, VICTORIA via Shanghai &amp; Japan Ports.

MISHIMA MARU ... Monday, 6th May

ITO MARU ... Monday, 20th May

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,

via Singapore, Penang, Colombo &amp; Suez.

HARUNA MARU (Call Ball) ... Saturday, 4th May

KAMO MARU ... Saturday, 18th May

SYDNEY &amp; MELBOURNE via Manila &amp; Ports.

AKI MARU ... Wednesday, 24th Apr.

KAGA MARU ... Wednesday, 24th Apr.

ROMBAY via Singapore, Penang &amp; Colombo.

BENGAL MARU ... Saturday, 27th Apr.

HAKODATE MARU ... Wednesday, 1st May

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

BORUYO MARU ... Tuesday, 21st May

SOUTH AMERICA (East Coast) via Singapore, Cape

Town &amp; Ports.

HAKATA MARU ... Monday, 6th May

NEW YORK via PANAMA.

LISBON MARU ... Monday, 29th Apr.

LIVERPOOL via Port Said, Genoa &amp; Marseilles.

TOYOOKA MARU ... Tuesday, 21st May

CALCUTTA via Singapore, Penang &amp; Rangoon.

TORUSHIMA MARU ... Monday, 29th Apr.

MALACCA MARU ... Wednesday, 8th May

SHANGHAI, KOBE &amp; YOKOHAMA.

SEIYO MARU ... Wednesday, 24th Apr.

MURORAN MARU ... Thursday, 25th Apr.

TATIMA MARU ... Tuesday, 30th Apr.

ATSUTA MARU ... Tuesday, 30th Apr.

+ Cargo only.

Reduced 1st Class Excursion Rates quoted between Manila and Australia.

For further information, apply to:

NIPPON YUSEN KAISHA.

Telephone: C. No. 292 and 3897. (Private exchanges to all Dept.)

KONINKLIJKE PAKETVAART  
MAATSCHAPPIJ.

(Royal Packet Navigation Co. of Batavia)

THE MOTOR VESSEL

## "VAN HEUTSZ"

Due to sail to SINGAPORE, BELAWAN, DELI and  
PENANG, on 25th April, at Noon.

Offers excellent Saloon accommodation.

All lower berths. Doctor carried.

English cuisine. Wireless telegraph.

1st Class Fare to Singapore—\$125.

In connection with the Royal Packet Nav. Co.'s (K.P.M.)  
Service to a destinations in the Netherlands East Indies  
and Australia.

Agents:—

JAVA-CHINA-JAPAN-LIJN.

Telephone 1674. Yook Burdow, Chavira, Road.

## Shipping News Daily Statement, Waterfront News, etc.

## YESTERDAY'S FREIGHT RETURNS.

IMPORTS 6,625 TONS;  
THROUGH CARGO  
10,100 TONS.During the 24 hours ended at 9  
a.m. yesterday the returns to the  
Harbour Office of cargo carried by  
vessels arriving in Hong Kong were  
as follows:—British  
Lyceum, Singapore 350American  
Pres. Pierce, Los Angeles 2,135 3,068French  
Gov. Gen. Merlin, Saigon 1,150Dutch  
Chenaceaux, Shanghai 2 614Norwegian  
Tjekarang, Shanghai 155 155Japanese  
Shinyo Maru, Los Angeles 549

Aki Maru, Nagasaki 226 3,060

Chinese  
Shui Hing, Macao 25

Wing Wo, K. W. Wan 250

Tak Hing, Autow 2

Tehekam, K. C. Wan 500

Cheung On, Shanmei 3

Total 6,625 10,100

Asiatic Deck Passengers.

The following vessels brought

Asiatic deck passengers to the

Colony during the 24 hours ended

at 9 a.m. yesterday:—

Lyceum (Br.) Singapore 182

Gov. Gen. Merlin (Fr.) Sai

gon and Swatow 5

Tjekarang (Dutch) Shanghai

and Amoy 352

Chenaceaux (Fr.) Shanghai

Tak Hing Chinese Autow 71

Cheung On (Chinese Shan

mei) 156

Total 838

The Ruth (Norwegian) a steel

screw steamer of 2,223 tons arrived

at daylight yesterday on her first

visit to the Colony. She was built

in 1908 by Messrs. C. S. Swan &amp;

Hunter, Ltd., Newcastle for A/S

Britannic (Brunnen) and Torge

sen (Managers). Her engines were

installed by T. Richardson &amp; Son,

Hartlepool, and develop 275 N.H.P.

Her crew number 29, Capt. E.

Gabrielsen being in command. The

vessel's dimensions are:—Length,

330.0, Breadth 45.0, Beam 24.6.

Messrs. Sander Weiler &amp; Co. are

the local agents.

A New Arrival.

The Ruth (Norwegian) a steel

screw steamer of 2,223 tons arrived

at daylight yesterday on her first

visit to the Colony. She was built

in 1908 by Messrs. C. S. Swan &amp;

Hunter, Ltd., Newcastle for A/S

Britannic (Brunnen) and Torge

sen (Managers). Her engines were

installed by T. Richardson &amp; Son,

Hartlepool, and develop 275 N.H.P.

Her crew number 29, Capt. E.

Gabrielsen being in command. The

vessel's dimensions are:—Length,

330.0, Breadth 45.0, Beam 24.6.

Messrs. Sander Weiler &amp; Co. are

the local agents.

## DAILY WATERFRONT NEWS.

THE CHARLES HARDOUIN  
CASE.  
TO BE HEARD THIS MORNING.The case against Jar Chow Hoo,  
manager of the Sai Nam S.S. Co.  
(owners of the s.s. "Charles  
Hardouin") who is alleged to have  
unlawfully gone to the navigation  
bridge of the vessel whilst under  
way off Castle Peak Bay on April  
19 was adjourned until this morn-  
ing at 10.30 owing to the absence  
of the master of the s.s. Charles  
Hardouin.The Marine Magistrate, Comdr.  
G. F. Hole, intimated to Mr. F. H.  
Loseby who appeared for the de-  
fendant, that he could not proceed  
with the hearing in the absence of  
the master, and that he decided to  
adjourn until this morning when  
the master could be present. Mr.  
G. K. Hall Brutton who represent-  
ed the Chief Officer of the Charles  
Hardouin, Mr. A. G. Corbin, is to  
conduct the case against the de-  
fendant.A Serious Offence.  
The coxswain of the steam launch  
Tai Hing was before the Marine  
Magistrate with carrying 46 pas-  
sengers in excess of the number al-  
lowed on his license. Lance-Sergeant  
prosecuted and said that the de-  
fendant's boat was only licensed to  
carry 89 passengers, whereas 133  
were found on board the launch at  
Tai O.The Magistrate imposed a heavy  
fine of \$250 or three months im-  
prisonment, remarking that it was  
a very serious offence as it endan-  
gered life. His Worship also in-  
structed Sergeant Riddell to keep  
a good look out for this sort of  
offence.Moored Outside Five Others.  
A boatwoman was fined \$10 or  
one week's imprisonment for moor-  
ing her cargo boat outside five  
others alongside the s.s. Svala whilst  
under way.A New Arrival.  
The Ruth (Norwegian) a steel  
screw steamer of 2,223 tons arrived  
at daylight yesterday on her first  
visit to the Colony. She was built  
in 1908 by Messrs. C. S. Swan &  
Hunter, Ltd., Newcastle for A/S  
Britannic (Brunnen) and TorgeTHE EAST ASIATIC CO., LTD.  
COPENHAGEN.

## The M.S. "AFRIKA"

loading on or about

14th May

For  
PORT SAID, HAVRE, ANTWERP, ROTTERDAM,  
AMSTERDAM, HAMBURG, COPENHAGEN AND OTHER  
SCANDINAVIAN & BALTIC PORTS.

## SAILING LIST.

OTHER SAILINGS:— SHANGHAI, ETC. COPENHAGEN, ETC.  
M.V. "Malaya" ... 2nd May 10th June  
M.S. "Siam" ... 20th May 30th June

Optional Bills of Lading issued to United Kingdom Ports.

For further particulars, please apply to:—

JOHN WANNERS &amp; CO., LTD.

(MERCANTILE BANK BUILDING.)

Telephone: C. 4072. Agents.

## BANK LINE LTD.

AGENTS FOR

## ELLERMAN &amp; BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE

## UNITED KINGDOM &amp; CONTINENT

"CITY OF DELHI" ... London, Rotterdam, Amsterdam &amp; Hamburg ... 9th May

"CITY OF GLASGOW" ... London, Rotterdam, Amsterdam &amp; Hamburg ... 10th June

## NEW YORK, BOSTON &amp; BALTIMORE

"CITY OF LILLE" ... via Suez Canal ... 18th May

"CITY OF SINGAPORE" ... via Suez Canal ... 14th June

"CITY OF MANDALAY" ... via Suez Canal ... 12th July

ALSO AGENTS FOR

## ANDREW WEIR &amp; CO.

SERVICES TO

## BOSTON, NEW YORK &amp; BALTIMORE

"OAKBANK" ... via Suez Canal ... 3rd May

## MAURITIUS &amp; SOUTH AFRICA

Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth),  
Mozambique Bay and Cape Town.Through Bills of Lading issued to Beira, Quilimane, Illo, Port Amelia, Mozambique, Chinda,  
Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Lüderitz Bay, Walvis Bay and Madagascar.For Freight or Passage on any of the above lines apply to:—  
Telephone: Central 4791.

## THE BANK LINE, LTD.

## ARRIVALS.

April 23.  
Chun Ping, British steamer, 210  
tons, Captain H. Liddel Mack,  
from Colombo, Stonecutters—  
Doddwell.  
Tchikam, Chinese steamer, 745 tons,  
Captain Chan Fook, from R.  
C. Wan, buoy No. B47.—Po  
Cheong.April 23.  
Aki Maru, Japanese steamer, 6,022  
tons, Captain M. Matsuda,  
from Nagasaki, lying at No. 1  
Wharf, Kowloon.—N.Y.K.  
Chenonceaux, French steamer, 8,180  
tons, Captain M. Uam, from  
Shanghai, Kowloon Wharf.—  
M.M.D'Artagnan, French steamer, 20,800  
tons, Captain Malaunina, from  
Marseilles, Kowloon Wharf.—  
M.M.  
Garmula, British steamer, 3,234  
tons, Captain W. H. Cruise,  
from Calcutta, buoy No. B51.  
—Gibb Livingstone.Ruth, Norwegian steamer, 3,800  
tons, Captain Emil Gabrielsen,  
from Antwerp, lying at No. 3  
Kowloon Wharf.—Sander Weiler  
& Co.Sunland, British steamer, 3,067  
tons, Captain H. E. Broughton,  
from Calcutta, buoy No. B50.  
—Gibb Livingstone.

## CLEARANCES.

April 23.  
Aki Maru, for Manila.  
Chun Ping, for Chinwangtao.  
Chenonceaux, for Saigon.  
D'Artagnan, for Shanghai.  
Haiching, for Swatow.  
Halldor, for Bangkok.  
Kwai Sang, for Swatow.  
La Prata Maru, for Singapore.  
Pres. Pierce, for Manila.  
Shunchih, for Saigon.  
Soochow, for Amoy.  
Teon, for Hoikow.  
Tjekarang, for Billiton.

## PASSENGERS.

Arrivals.  
The following passengers arrived  
yesterday by the s.s. President  
Pierce from San Francisco and  
Shanghai for Hong Kong: Mr. J.  
Bourne, Mr. and Mrs. W. D.  
Brown, Mr. and Mrs. J. Buck-  
ley, Mr. K. W. Chu, Miss P. D.  
Chu, Master Chu, Mr. and Mrs.  
Chan Wah Tung, Master Chan,  
Mr. F. S. K. Chan, Mr. Atherton  
Clark, Mr. Chan Tai Hay, Mr.  
Fong Wei, Mr. S. L. Geng, Mr.  
and Mrs. Albert Hashim, Mr. A.  
G. Hearne, Mrs. C. D. Hearne,  
Miss Kim So May, Mr. Kwok Tam  
Wan, Mr. Li Ying Koh, Mr. Lai  
Duck Wing, Mr. Stuart Levassore,  
Mr. S. B. Magh, Mr. and Mrs.  
Ng Shew Kwan, Master Robert Ng,  
Miss Mary Ng, Mrs. Ong Lee Shee,  
Mr. Phelps Phelps, Miss Siu Yiu,  
Miss Tshing Ming Lee, Mrs. C. C.  
Tang, Mr. and Mrs. C. C. Tang,  
Jr., Mr. Huan Tang, Mr. W. P.  
Wilson, Mrs. J. L. Wong, Miss  
Audrey Wong, Mrs. C. L. Wog, Mr.  
and Mrs. Alphonse Yungco, Jr.,  
For Manila: Miss V. B. Brinkley,  
Miss Ruth S. Brown, Mrs. Leslie  
D. Carter, Mr. H. T. Edward, Mr.  
and Mrs. H. R. Ekins, Miss Den-  
nison Ekins, Mrs. M. Furstenburg,  
Miss Maxine Furstenburg, Mr. G.  
A. Guelde-Bartky, Miss E. A.  
Hugerty, Mrs. A. E. Lorber, Mr.  
R. Lewis, Mrs. R. E. McFie, Miss  
Mary Rhoda McFie, Miss Helen  
McDonough, Mr. F. R. Miller, Mr.  
H. H. Thornton, Miss Edna Um-  
bach, Mr. R. H. Van Zwaluwen-  
burg, Major and Mrs. G. T.  
Waugh, Miss Anne Waugh, Mrs.  
Stanton Youngberg.P. & O., British India  
Apcar and  
Eastern & Australian  
Lines(COMPANIES INCORPORATED IN ENGLAND).  
MAIL AND PASSENGER STEAMERS  
TAKING CARGO FORSTRAITS, JAVA, SUMATRA, CEYLON, INDIA, PERSIAN GULF,  
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,  
AUSTRALASIA, INCLUDING NEW ZEALAND & QUEEN-  
LAND, PORTS, RED SEA, EGYPT, CONSTANTINOPLE,  
GREECE, LEBANTINE PORTS, EUROPE, ETC.PENINSULAR AND ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS,  
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

| Steamship    | Tons.  | From<br>Hongkong<br>(about) | Destination                             |
|--------------|--------|-----------------------------|-----------------------------------------|
| "ALIPORE"    | 5,373  | 25th Apr.                   | Straits, Colombo & Bombay.              |
| "MANTUA"     | 10,946 | 27th Apr., Noon             | Bombay, Marseilles and London.          |
| "NAGPORE"    | 6,283  | 4th May                     | Mars., L'don., Hull, & w.r.p. B'dm      |
| "KIDDERPORE" | 5,334  | 8th May                     | Straits, Colombo & B'way. (w.r.p. B'dm) |
| "KALIAN"     | 5,144  | 11th May                    | Bombay, Marseilles and London.          |
| "MOREA"      | 10,953 | 25th May                    | Mars., L'don., Hull, & w.r.p. B'dm      |
| "LAHORE"     | 5,252  | 1st June                    | Mars., L'don., Hull, & w.r.p. B'dm      |
| "DELTA"      | 8,097  | 8th June                    | Marseilles, London and Hull.            |
| "JEYPORE"    | 6,218  | 15th June                   | Mars., L'don., Hull, & w.r.p. B'dm      |
| "RAJPUTANA"  | 10,958 | 22nd June                   | Bombay, Marseilles & L'don.             |
| "PERIM"      | 7,848  | 29th June                   | Marseilles and London.                  |
| "KASHGAR"    | 6,005  | 8th July                    | Marseilles, London and Hull.            |
| "MIRZAPORE"  | 6,715  | 15th July                   | Straits, Colombo and Bombay             |
| "ALIPORE"    | 5,373  | 19th July                   | Straits, Colombo & Bombay               |
| "BANPURA"    | 16,601 | 20th July                   | Straits, Colombo and Bombay             |
| "KIDDERPORE" | 5,334  | 22nd Aug.                   | Bombay, Marseilles and London.          |
| "KASHMIR"    | 5,665  | 3rd Aug.                    | Straits, Colombo & Bombay               |
| "MALWA"      | 10,950 | 17th Aug.                   | Straits, Colombo & Bombay               |
| "KARWALA"    | 9,128  | 31st Aug.                   | Bombay, Marseilles and London.          |
| "MOREA"      | 10,953 | 14th Sept.                  | Marseilles, London and Hull.            |
| "MANTUA"     | 10,946 | 28th Sept.                  | Bombay, Marseilles and London.          |
| "MIRZAPORE"  | 6,715  | 2nd Oct.                    | Bombay, Marseilles and London.          |
| "ALIPORE"    | 5,373  | 11th Oct.                   | Straits, Colombo & Bombay               |
| —            | —      | 12th Oct.                   | Marseilles and London.                  |
| "KIDDERPORE" | 5,334  | 23rd Oct.                   | Straits, Colombo & Bombay               |



